

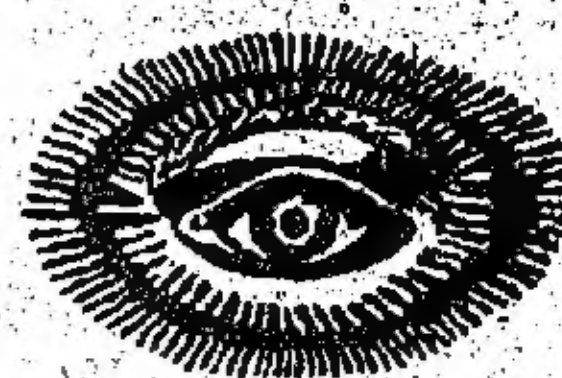
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INDIAN FRONTIER FERMENT

TRIBAL OUTBREAK

"WAR FACTORIES" WORKING NIGHT AND DAY BRITISH MAY BE INVOLVED

Calcutta, Yesterday.
The war factories are working day and night to provide munitions for the Shiah and Sunni operations.
It is stated that the Afridis have repulsed the Shiahs, who retired to their own forts to prepare for further onslaughts, but a large force of Afridis are due to leave the outskirts of Peshawar on April 4, and, if they succeed in pushing back the Shiahs beyond certain limits, British intervention will become necessary.—Reuter.

[A telegram from Calcutta, dated April 1, stated:—Trouble has again broken out on the North West frontier between the Sunni, Shiah and Mohammedan sects in Tirah, in the Afridi country, the dangerous aspect of which is the likelihood of it spreading to other tribes and starting a general upset along the frontier.

The Shiahs for a long time have been building forts along the border of the "Guaranteed Area," north of Kohat-Thal pass on British territory, which the British gave to them in 1917 after the Sunnis had expelled them from territory which they are now apparently bent upon regaining.

The Sunnis' eyes have not been shut and they also have built forts and have been helped by the Afridis, who are doing their utmost to stem the Shiahs' advance.

It is feared that those allies will launch a big counter drive and invade British territory, which would necessitate British intervention. A Kohat column is standing in and aeroplanes are constantly reconnoitring.]

PRINCE OF WALES

FLIES TO BOGNOR TO SEE THE KING

London, Yesterday.
The Prince of Wales flew to Bognor to-day to spend the day with his parents.—Reuter.

The Return Journey
At the conclusion of his visit, the Prince of Wales flew to Bognor strapped to his back, clambered into the rear seat of the aeroplane and returned to London in sixty minutes.

The weather was in nowise ideal, the sky being overcast with a strong, gusty wind.—Reuter.

A Surprise Visit
London, Yesterday.
The King passed a good day and despite the cold winds he was out walking both morning and afternoon.

The Prince of Wales flew to Bognor this morning to spend the day with the King and Queen at Craigwell House. He motored to the Northolt Royal Air Force aerodrome, in Middlesex, where a special aeroplane was awaiting him.

Squadron-Leader Don, who has piloted the Prince on previous flights, was the pilot.

The visit took the King and Queen by surprise. Their Majesties were walking in the grounds when a telephone message was received stating that the Prince was on his way, and a car was despatched to Tangmere Aerodrome to meet him.

Three aeroplanes from the Aerodrome went up to welcome the Prince, who made the journey by air not to save time but because he preferred the air journey.

The aeroplane stood by at Tangmere until the afternoon when the return journey was made in 35 minutes.

The Prince spent four and a half hours at Craigwell House.

By an arrangement made last year a "Bristol Fighter" plane of Royal Air Force communication squadron, at Northolt, is kept in the readiness for the Prince whenever he decides to travel by air to keep an engagement.—British Wireless Service.

After the maid had been called from New House Farm, North-Get; Kent, a safe, containing \$100 in gold and silver, was stolen.

M.C.L. AND GUILD

REVIEW OF PAST YEAR'S ACTIVITIES

"A HEALTHY BUDGET"

The annual meeting of the Hong Kong Women's Guild and Ministering Children's League was held at the Helena May Institute this morning.

Mrs. W. T. Southern, President of the Guild and League for 1928, was in the chair, and she was supported on the platform by Mrs. H. T. Creasy, Vice-President, Mrs. E. I. Wynne-Jones, Hon. Treasurer, and Mrs. J. D. Lloyd, General Hon. Secretary. There was a large attendance of members.

On the suggestion of Mrs. Southern the annual report and balance sheet, which had been circulated among the members, were taken as read.

Mrs. Creasy then read the names of the Committee for 1929 as follows:—

Patroness: Lady Clementi; President: Mrs. W. T. Southern; Vice-President: Mrs. H. T. Creasy; General Hon. Secretary: Mrs. J. D. Lloyd; General Hon. Treasurer: Mrs. E. I. Wynne-Jones. Hong Kong Branch representatives: Mrs. Byron (Naval); Mrs. Robinson (Military); Mrs. Shenlon (The Peak); Mrs. Burlingham (Police); Mrs. B. D. F. Beith (Peak Children's Branch); Mrs. H. Taylor (Victoria); Mrs. McLeod (Prisons); Mrs. McCormack (Quarry Bay).

Kowloon representatives: Miss Atkins (St. Stephen's Girls' College); Miss Kotewall (St. Paul's Girls' School); Miss Skinner (Belilios Girls' School); and Miss Mow Fung (Belilios Old Girls' Association).

Comments on Report

Mrs. Southern said:—This meeting is not the occasion for a speech, but there are just one or two remarks I should like to make. I think that all connected with the M.C.L. and Hong Kong Women's League must feel that the report is eminently satisfactory.

During 1928 we realised over \$19,000, the best result since the bumper years of 1922 and 1923 which have even then only exceeded the present result by about \$1,500. By looking to this result, I am conscious of one great omission in the report and that is praise due to Mrs. Creasy. It was Mrs. Creasy who wrote the report, so the reason is not far to seek. But, as acting Patroness, it is a very pleasant duty to express our unstinted thanks to Mrs. Creasy. She is an old friend of mine, but I shall not be accused of undue bias when I say that for enthusiasm, cheerfulness, and efficiency, Mrs. Creasy is hard to beat. (Applause.)

I am conscious of a slight feeling of apprehension in taking up the President's office again, but when the results of 1928 shall be totalled up I—or they—will be weighed in the balance and found wanting, in comparison with 1928. But I rejoice in this healthy budget of 1928 with all my heart. Among various sections in Hong Kong we are looked upon either with amused tolerance or as a perennial pest or with friendliness and enthusiasm. That the latter feeling predominates is obvious from the result—you cannot beat your last year's record and produce \$19,000 without a real backing. We feel that we have these countless friends and workers of all communities ready and willing to help all the good causes to which the \$19,000 are allocated.

All Organisations Helped

While on this subject, I should like to point out that every new organisation that made an application to us this year for assistance was given a sum out of our surplus after dealing with the old organisations which we have supported for years past. I thank all who have worked so loyally with us during the past year. Some have left us, alas, but we welcome those who have stepped into their places. A special word of thanks must be addressed to Mrs. Charnock who worked so capably as Hon. Secretary for last year, and we welcome Mrs. Lloyd as her successor.

Personally, I wish to express to the Press my sense of deep indebtedness to them for unfailing and invaluable assistance. We have plans for the future and we hope to crystallise them at a meeting shortly. We propose to conduct our campaign on different lines this year to mark the tenth anniversary of the founding of the League and Guild.

Plans for Next Year
Afterward Mrs. Southern said that she understood that some of

CANTONESE GLAD

EFFECT OF DECLARATION FOR PEACE

SWATOW ANXIETY PASSES

[By Our Political Correspondent]

By far the greater majority of the 30,000,000 people in the province of Kwangtung are glad that events took the sudden turn on Easter Eve (March 30) which led to the pro-Kwangsi regime in Canton being supplanted by Cantonese administrators.

Anxiety following the broadcasting of an ultimatum to Marshal Chiang Kai-shek has passed, even in Swatow, where initial arrangements to transfer the garrison—and leave the hinterland vulnerable—were made and an invasion by Communists from Kiangsi and Fukien provinces threatened. Although General Chih King-long, the officer in charge, has maintained reticence, his immediate subordinates have acted in a manner that can only be construed as indicating obedience to Canton—and, of course, to Nanking.

Li Chai-sum Not to Return? Canton is returning to "normal" after the first scare of being embroiled in the war. Any possible friction in the exodus of Kwangsi units from Kwangtung has been avoided, the Kwangsi-ites handing over to the Cantonese and marching off to positions along the northern frontier of Kwangtung.

Best informed opinion in Canton becomes more inclined daily to the view that the term of Marshal Li Chai-sum's office in Canton as "No. 1," since 1926 has expired. Even if he were re-appointed by Nanking—which is considered most unlikely—he will probably be despatched to a supervisory, but neither administrative nor executive, post in some other part of China.

His release at the first opportunity favourable to Nanking is a foregone conclusion.

A GOOD SAMARITAN

A BLUEJACKET'S UNHAPPY EXPERIENCE

HAPPY ENDING

Playing the part of the Good Samaritan does not always pay. This was the experience of W. E. Chin, a stoker on board H.M.S. "Titania."

He was passing the Hong Kong and Shanghai Bank early in the morning of March 29, and there saw a scuffle between some bluejackets and soldiers. One of the lads in khaki was badly knocked about, and the rest of the crowd dispersed. Stoker Chin went to the assistance of the man who came out second best, but had the misfortune to be taken for the assailant.

He was charged at the Central Magistracy before Mr. W. E. Hamilton by the assault of Pte. Staples, of the 2nd Bat. King's Own Scottish Borderers.

Pte. Staples appeared in Court this morning, with a black eye, cut lips, and bruises all over his face. He, however, told a straightforward story. He said that he was not in a position to recognise anyone, and he was not sure that defendant was his assailant.

In discharging the defendant, his Worship said that there was no stain on his character. Defendant had only acted the Good Samaritan, and it was to be regretted that he should be inconvenienced by having to come to Court. His Worship would make a satisfactory report to the Naval authorities.

the members wished to know the nature of their future plans. It was impossible to say at the moment what they were going to do as their plans were in the melting pot. Members could be told, however, that they would not have the Fete on the same lines as last year, but something quite different. She assured them that as soon as they had completed their plans, they would notify all the different branch Presidents and hold a meeting to discuss the plans further. Then members who had suggestions to make could put their ideas before the meeting.

Mrs. Southern added that she hoped every one would be satisfied with that, as they wanted to keep the plans a little private at present because "if we let them out, some people may take them for something else."—(Laughter.)

ELABORATE HANKOW DEFENCES

TRENCHES SYSTEM

ARTILLERY SUPPORT: MILES OF BARBED WIRE

A SURPRISE FOR NANKING?

Hankow, To-day.
Eyewitnesses describe the defence line of the Kwangsi faction, guarding the approaches to the cities of Hankow, Wuchang and Hanyang (known collectively as Wu-Han), as being most elaborate. There are miles and miles of barbed wire and spiked bamboo palisades, supported by trench sys-



General Hu Tsung-tu, the senior Kwangsi man in Hankow, where preparations for defence against the Nanking attack—in the face of heavy odds—has inspired confidence.

toms and artillery mounds commanding the Nanking faction's proposed line of attack.

General Hu Tsung-tu (who is in charge of the Kwangsi interests here and has been "dismissed" by the National Government of Nanking) carried out a personal inspection of the front lines on April 3.

It is stated that General Hu Tsung-tu is in command of the defences on the Hwangpei sector, while Tao Chun is in charge on the Yangtze sector, and Hsia Wei (variously reported to have been mortally wounded and to have revolted) remains in control at Hankow.

The Kwangsi leaders in Wu-Han, in spite of the fact that their two best known Generals, Li Tsung-jen and Pei Chung-hai, are away, continue to be very confident.

Undoubtedly, the Nanking Expedition will encounter the most strenuous opposition. Fighting

STILL CLOUDY

To-day's weather report, issued by the Royal Observatory stated:

The anti-cyclone has passed, into the Pacific, leaving an area of moderately high pressure over the eastern sea.

Moderate monsoon will continue along the S.E. coast of China and over the N. China Sea.

Forecast—East winds, moderate; cloudy.

may break out momentarily, but it is very likely to be postponed for a few days, until the main strength on the Nanking side takes up positions for the grand assault on Wu-Han.—Reuter.

[Hwangpei is about 30 miles north of Hankow. Pressure here is being exerted by the Nanking right wing, which marched overland from Anhui province, north of the Yangtze River, and desires to wheel southward into Wu-Han. Yangtze is low, i.e., east of Hankow. This is the point at which the Nanking centre column, advancing up the banks of the Yangtze, has been held up after preliminary successes. From the eyewitness description, it appears that the Kwangsi-ites have laid down their last line, before Hankow, in a semi-circle, to face the advancing Nanking-ites.]

Nanking's Claims

Kiuking, Yesterday.
It is believed that during the battle in the vicinity of Hwangchow, General Hsia Wei, of the Kwangsi faction, was severely wounded and that the Nanking forces took prisoner 5,000 men and captured 4,000 rifles and 21 field guns.

Admiral Chen Shao-kuan reports that he is directing plans for the bombardment of Wu-Han, and is momentarily expecting the capitulation of Hankow.

The entire western portion of Kiangsi is now in the hands of the pro-Nanking troops.—Reuter.

Rapid Advance

Shanghai, Yesterday.
A communique from the front, dated April 2, states that the Nanking forces have captured Macheng-shien, 45 miles north-east of Hankow.

The Nanking troops are advancing rapidly towards Wuchang and Hankow, the capture of which is expected before the week-end.

The communique adds that General Hsia Wei, a commander in the Kwangsi Army, has resigned and will offer no further resistance.

The imminent breaking up of the Kwangsi army is indicated.—Reuter.

Provinces' Tendencies
Nanking, Yesterday.
Endorsing the National Government's anti-Kwangsi campaign, Lung Yun, (Chairman of the Yunnan Provincial Government) and Liu Hsiang, (Chairman of the Szechuan Provincial Government) have individually wired to the State Council that they have started mobilisation of troops and are awaiting instructions to advance to Kupe, so as to cut off the retreat of the Kwangsi forces.—Reuter.

SHOP ROBBERY

FORMER EMPLOYEE CHARGED BY POLICE

MASTER SUFFOCATED

The case was continued this morning at the Central Magistracy, before Mr. E. W. Hamilton, in which a Chinese named Lam Hop is charged with the robbery, with others unknown, of a rice shop at No. 61 First-street on the night of March 14. In connection with the robbery, the master of the shop, Ho Ping-sum, was gagged with a piece of rags. After the robbers had decamped, the master was found to have been suffocated to death. Defendant was a foki of the shop and he was arrested two days later on board the s.s. "Tung On."

Mr. T. Murphy, Assistant Director of Criminal Intelligence, prosecuted. Defendant was not legally represented.

Evidence was given by Li Chat, a foki of the shop, who stated that on March 14, in the afternoon, the master took a quantity of subsidiary coins to be changed into bank notes. He returned and asked him to count them. He found that there was \$116. The master then took anotherwad of notes from the safe, and made up a total of some \$250 odd, which he kept in a drawer. During all this time, defendant was present.

Defendant was later sent out to deliver rice, and after he had left the shop, the master took the money and went out to pay some accounts. About midnight, defendant went out. Witness was dozing off in his own cubicle. Later he was rudely awakened by the robbers. The master was sleeping on a trestle bed in the front part of the shop, and the defendant's sleeping place was in the cockpit.

Bound and Gagged

Witness was bound and gagged by two men and a quilt thrown over his head. Few minutes later witness freed himself and when he went to the front part of the shop, he saw his master lying on his bed covered with a quilt. Before rushing for help, witness had to pass the cockpit, access to which was gained by a bamboo ladder. At the foot of the ladder, defendant usually kept his shoes, but at that particular time, defendant remembered that he saw no shoes there.

After rushing out from the shop, witness went to No. 7 Police Station to make his report. He never saw the defendant again until two days later, when he pointed him out to the Police. During the time defendant was employed at the shop, he had only one visitor. This man frequently called on defendant, and whenever he called, the two used to converse in some quiet corners.

Witness had not heard that defendant was about to resign from his job, neither had he heard the master said that defendant would be dismissed. When he saw defendant on board the "Tung On," the latter was lying on a camp bed. On seeing witness he turned over so as to conceal his face.

The case is proceeding.

100-LB. CHOCOLATE

ATTRACTIVE CROSSWORD PUZZLE CONTEST

Crossword enthusiasts will find elsewhere in this issue an interesting competition, the prize for which is of \$100 value, namely, 100 lb. of Thompson's double-malted milk, plain or chocolate flavoured. Solutions must be sent in to Messrs. Hui and Hui, Alexandra Building, on or before Tuesday.

The full conditions are published above the puzzle in this issue.

STRAITS HUMOUR

GAY DOGS IN THE FAR EAST

Humour is not usually considered to be a distinguishing characteristic of Government documents, but just occasionally it does emerge, generally in an unconscious form, says the "Malay Mail."

A friend in the Straits Settlements has sent to one of the London papers two specimens which deserve at least an honourable mention. The first occurs in a municipal by-law of Penang.

"Separate and distinctive badges," it says, "shall be provided for male dogs and for female dogs. For the purposes of these by-laws a female dog wearing the badge of a male dog shall be deemed to be without a badge."

Canine Arries and Arriets of Penang, beware how you exchange badges!

The other is a list of languages spoken in the colony: Cantonese, Khek, Hokkien, Fiew Chiew, Hakka, Hok Chis, Hylam, Mandarin, Tamil, Hindustani, Sikh, Pathan, Malay, Javanese, Siamese, English, Dutch, Portuguese, French and—Americans!

Conservative Party
GETTING BUSY

London, Yesterday.
Representatives of Conservative organisations in all constituencies in England and Wales will, it is understood, attend a meeting to be held on April 19, when Mr. Baldwin will announce his programme for the General Election, polling in connection with which is expected to take place at the end of May.—British Wireless Service.

Mr. Paul W. Meyer, U.S. Consul at Hankow, and Mr. Arthur M. Shaw, who has been made consulting engineer to the Council on Reconstruction in Nanking, have arrived in Shanghai.

Complaints have been made to the East Grinstead Council of the damage done to historic buildings by vibration caused by heavy motor traffic.

CAR OVER A LEDGE

UNFORTUNATE INCIDENT AT ABERDEEN

EUROPEAN INJURED

The Rev. E. K. Quick reported a serious motor accident to the Police yesterday. He said that he and Mr. Britten and three Chinese passengers, all of St. Stephen's College, and Mr. B. J. Ashe, were on car No. 1184. Mr. Ashe was driving and when approaching Aberdeen, a Chinese crossed the road in front, coming from right to left. Mr. Ashe swerved to avoid hitting the man. The car then went over a ledge and fell ten feet before landing on terra firma again.

The car turned as it fell, and pressed the occupants down. The Rev. E. K. Quick and a Chinese passenger named Tang Ying-lam pulled themselves out, and then helped the others to extricate themselves. Mr. Ashe and a Chinese passenger were taken to the Government Civil Hospital suffering from injuries.

FAGIN'S DISCIPLES

PRISON FOR AN INCORRIGIBLE YOUNGSTER

FLOGGING NO GOOD

Two Chinese youngsters, faithful disciples of Fagin, were before Mr. W. E. Hamilton, at the Central Magistracy this morning.

The first one—a lad no more taller than the railing of the dock—was charged with picking a purse from the pocket of a Chinese. He pleaded guilty.

On looking at his previous records, his Worship found that he had no fewer than four convictions within the last 18 months. When questioned, he brazenly admitted that that was his unenviable record.

The Magistrate, soliloquising, said that four floggings did not seem to have done much good. He would therefore pass a long sentence and hoped that would reform the young incorrigible. Sentence of three months' imprisonment was imposed.

Punishment Reversed

The Magistrate had to reverse the punishment in the case of the next culprit. This lad was charged with stealing a jacket, and his record sheet showed that he had once been in gaol.

"Oh, you have been in gaol before, eh? Well, I will give you twelve strokes and hope that will choke you off!"

LAKE DISTRICT

PRESERVING WORDSWORTH'S COUNTRY

London, Yesterday.

The National Trust, through whose efforts many places of historic interest and natural beauty have been acquired for the nation, has now purchased the farm in the English Lakeland adjoining property recently presented to the nation in Hard Knott Valley, near a point where the boundaries of Lancashire, Cumberland, and Westmorland meet.

As a result of this purchase a much wider area of the Wordsworth Country will be preserved in its present unspoiled condition.—British Wireless Service.

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AUSTRIAN POLITICAL CRISIS

CABINET RESIGNS

IMPORTANT STATEMENT BY THE CHANCELLOR

THE PRESIDENCY

Vienna, Yesterday.
The Chancellor, Monsignor Seipel and the Cabinet have resigned following a Cabinet meeting at which Seipel said the situation in Austria had so improved that it was now possible to take a big step forward in the country's development, including housebuilding reform, judicial and police methods. He added that as he, personally, regarded such a policy as a hindrance he would resign.

The other Minister, who shared Seipel's views followed his example. Seipel recently encountered the opposition of the Social Democrats, who feared that he was aiming at a dictatorship in consequence of his proposal to the Party leaders that the term of the President's office be extended with a view to altering the Constitution so as to enable the people to choose their President directly.—Reuter.

WARSAW SENSATION

POLISH POLICE OFFICIAL SHOT DEAD

ATTEMPTED SUICIDE

Warsaw, Yesterday.
Ivan Apanasewicz, a member of the Soviet Trade Delegation in Berlin, was arrested at Baranowicz, a frontier station, of which he is a native, owing to an inadequate passport. He shot dead a Polish Police official, and seriously wounded another. Next he attempted to commit suicide, slightly wounding his own head.

The Police alleged that Apanasewicz was doped as cocaine was found on him.—Reuter.

PRINCE GEORGE

ENTERS UPON DUTIES AT FOREIGN OFFICE

London, Yesterday.

H.R.H. Prince George, to-day, began his new duties at the Foreign Office. It was recently announced that His Majesty, with the concurrence of the Prime Minister, had decided that his Royal Highness should be attached to the Foreign Office in order to gain knowledge of administration and the work of a department of state.—British Wireless Service.

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BANQUE FRANCO-CHINOISE

pour le

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Hue, Thanh-hoa, Vinh, Nam-Penh,

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Every description of Banking and

Exchange Business Transacted. Cor-

respondents throughout the world.

L. BERNIS,

Manager.

Hong Kong, 3rd August, 1928.

THE CHARTERED BANK OF

INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000

Reserve Fund £4,000,000

Reserve Liability of Propri-

etors £3,000,000

Agencies and Branches:—

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BATAVIA, BOMBAY, CALCUTTA,

CANTON, CEBU, CHONGKING,

COLOMBO, HANKOW, HONGKONG,

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SHANGHAI SHARES

RAW RUBBER: INDUSTRIALS

GENERALLY QUIET

REVIEW OF THE WEEK

Reviewing the Shanghai Share mar-

ket for the week ending March 23,

Messrs. A. W. Reynell & Co., write

as follows:—

Rubber

The price of the raw material de-

clined during the week, with markets

reported at the close quiet but steady.

London and Liverpool stocks now

stand at 30,442 tons; the forecast for

the current week is 900 tons up.

March 16 March 23

London 1 1/2 1 1/2

New York 24 23 1/2

Singapore 42 39 1/2

The rubber share market has been

fairly quiet and a little weaker due

to the drop in the raw material, but

the undertone is quite firm and there

appear to be very few willing sellers

at current prices. The drop in the

raw material should suit the Ameri-

can Pool nicely, and if they are able

to collect a fair stock at reduced

prices for forward delivery it would

appear to be reasonable to expect

quite a sharp rise in the cash rate

in the near future.

Industrials and Shipping

Cottons:—A large part of the

business recorded during the week has

been due to operators getting their

position in order for the quarterly

settlement. Money is plentiful at

good rates and those hoping to pick

up cheap lots due to settlement

liquidation must have been disappoint-

ed. The market turned up consider-

ably on Saturday due to rumours of

good news regarding the Tientsin set-

tlement. Closing buyers were willing

to pay Tls.13 cash and Tls.13.35

June. Shanghai Cottons dropped

from Tls.15.50 to Tls.14.75 on Sat-

urday. The market for Shanghai

cottons was steady at around Tls.18.00

cash and Tls.12.50 June; at these

prices a fair business was done.

Shanghai Lanes are in demand at

Tls.169/170 and Shanghai Wharves at

Tls.158. Buses jumped to Tls.13.50

cash and Tls.13.75 June, at which

prices there are strong buyers.

Trams: A large business was done

in these shares and one transaction for

10,000 shares was offered at Tls.22.90

cash, but closing prices are a shade

weaker. Shanghai wharves are

still in strong demand and busi-

ness reported for 'A' Regd.

at Tls.208.80 (cum final divid-

end) with sellers asking Tls.217.50

for Bearer shares. Even at this

price these shares are well worth the

consideration of investors.

Greyhounds

This has been a quiet market dur-

ing the week. G.R.A.'s remaining

steady with buyers at 92 and ordi-

nary at 87. S.I.G.'s declined over

a dollar and were weak at the

close, buyers offering \$13.10 cash with

sellers at \$13.40. Champ de Course:

only a few shares changed hands at

prices ranging from \$247.50 to \$240.

Debtentures

The published offer of 81 millions

taels for the S.M.C. Electricity Dept.

had a marked effect on the debtenture

market. A very large business was

done, mostly in S.M.C. bonds, which

were sold from Tls.87.00 as high

as Tls.94.50, the market closing with

strong buyers at Tls.94.00, at which

price large quantities have been done.

A fair number of 7 per cent. also

changed hands, and Sterling 6 per

cent. loan was placed at 49 1/2.

ORDERS FOR BRITISH FIRMS

Messrs. Babcock and Wilcox, Limited,

have secured from the London

Power Company, Limited, the entire

contract for the steam-raising plant

required in connection with the first

section of the new Battersea

electric power station. The in-

stallations comprises six Bab-

COMMERCE

AND

FINANCE.

OIL PRODUCTION

PRES. HOOVER & THE PROPOSED

CURTAILMENT

THE ANTI-TRUST LAW

Phone C. 22
FOR
**CLASSIFIED
ADVERTISING**

Twenty-five words three insertions prepaid \$1. Every additional word four cents for three insertions.
All replies under this heading must be called for.

WANTED

WANTED.—English couple require small furnished house or flat, Hong Kong central or Kowloon near Star Ferry. Apply Box No. 592, c/o "China Mail."

WANTED.—English Woman seeks only employment. Capable, child's nurse. Apply to Box 580, c/o "China Mail."

WANTED.—For Young English Girl passage or part passage to England in return for services. Reply: Mrs. J. McCormack, The Bungalow, Quarry Bay.

FOR SALE.

FOR SALE.—Six cylinder 2-Seater Buick. Perfect condition. Mileage 19,000. Owner driven. Apply Linstead & Davis.

FOR SALE.—One Morris Oxford Motor Car 1928 model, 5 Seater, in perfect condition. Owner driven. Apply Box No. 586, c/o "China Mail."

FOR SALE.—1930 Opel Cars, 9/16 H.P. Four Passengers Touring and 30/60 H.P. Seven Passengers Pullman Limousine de Luxe. Apply Lyen Bros., China Bldgs. Phone C. 3213.

FOR SALE.—"Barkers" Sai Wan. A fine 4-Roomed Bungalow with large Garden. For full particulars apply Box No. 595, c/o "China Mail."

FOR SALE.—Wharfedale Printing Press, in excellent condition. Will take Sheet Double Demy. Useful for Small Printing Shop. Apply Box No. 594, c/o "China Mail."

TO LET.

TO LET.—GODOWN, 150, Praya East. Apply: GANDE, PRICE & CO., LTD.

TO LET.—One Front and One Back Room. Can be let together or separately; use of kitchen and bathroom. Apply: Mrs. Chan, Orient Building, 587, Nathan Rd.

TO LET.—Offices to be let in Queen's Road Central. Apply to E. D. SASSOON & Co., Ltd. French Building.

TO LET.—"Norman Cottage" East, Seth's Corner, Furnished 6 roomed house. Garage for Austin "7." Early occupation. Apply to Percy Smith, Seth & Fleming.

MISCELLANEOUS.

YOUR VISITING CARDS neatly and promptly printed.—"China Mail" Office, No. 5A, Wyndham St. Telephone Central 22.

HOME TUITION.

WESTOVER—STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

MISS RUTH CULLEY
(Camb. Higher Local).
Camb. Teachers' Diploma).
MISS GERTRUDE TURNER
(National Froebel, Higher Certificate).

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Kodaks and Cameras.
Films, Plates and Papers, etc.
Developing, Printing and Enlarging.

**ZIESS and BUSCH
FIELD GLASSES**

Price Moderate.

A Trial Order is Solicited.

A. SEK & CO.

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26A, Des Voeux Road C.,
Hong Kong.

**SPORTING
GUNS AND
ACCESSORIES.**

GUNS.—Greener, Webley & Scotts, B.S.A., J. W. Needham & Raik Freese—Air Rifles—Revolvers, S. & W.—Rifle Accessories—Apertures—Sporting requisites—Cartridges to suit all tastes.

THE HONG KONG SPORTING ARMS AND AMMUNITION STORE
5-6, Beaconsfield Arcade.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON
FRIDAY, the 5th April, 1929,
commencing at 11 a.m.

at No. 8, Aimal Villas, Kowloon.

A Quantity of
**VALUABLE HOUSEHOLD
FURNITURE**

Comprising:—
Teak Hatstand, Chesterfield Couch and Chairs, Large Armchairs, Blackwood Folding Screen, Blackwood Table, Blackwood Teapots, Blackwood Curio Cabinet, Curtains, Electroliers, Oil Paintings, Water Colours, Ornaments, Carpets, Ceiling Fans, etc., etc.
Teak Dining Table, Dining Chairs, Teak Sideboard with Mirror, Teak Glass Cabinet, Crockery, Glassware, etc., etc.
*Teak Bedsteads, Double and Single Teak Wardrobes, Teak Dressing Tables with Triple Mirrors, Teak Marble Top Washstand, Teak Chest of Drawers, Teak Desks, Tables, Chairs, etc., etc.

also
One Piano by F. Rachals & Co.
One Iron Safe

and
One Crystal Refrigerator.

On View from Thursday, the 4th April, 1929.

Catalogues will be issued.
Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

Hong Kong, 30th March, 1929.

THE Undersigned have received instructions to sell by Public Auction

ON
MONDAY, the 8th April, 1929,
commencing at 2.45 p.m.,

at No. 1, Stanley Terrace (Middle Floor), Quarry Bay, immediately above West Gate, Tsikoo Dock Yard.

A Quantity of
HOUSEHOLD FURNITURE

and
One Cottage Piano by Anderson
(Music Co.)

(Particulars from Catalogue.)
On View from Sunday, the 7th April, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

Hong Kong, 3rd April, 1929.

THE Undersigned have received instructions to sell by Public Auction

ON
FRIDAY, April 12, 1929,
commencing at 10.30 a.m.,

at the Standard Oil Company's
Installation, Latchikok.

A Large Quantity of
SURPLUS STORES.

Comprising:—
Anchor, Brass Bushing, Burner (complete Fuel Oil Burning Outfit), Leather Belting, Watchman Clocks, Westinghouse Dynamos, Engines, Faucets, Hydrant, S. G. Revolving Hammers, Wire Wound Hose, R. H. Loe, Motor, Pipe Threading Machine, Rotary Pumps, Screw Drivers, Screws, Hand Taps, Tees, Spar Varnish, Valves, Delco Lighting Plant, etc., etc.

and
A QUANTITY OF FURNITURE
including:—
Desks, Dressing Tables, Sideboards, Washing Tables, Wardrobes, Door Mats, Mattings, Electric Ceiling and Table Fans, Tables, etc., etc.

On View from Tuesday, April 2, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

Hong Kong, March 25, 1929.

TANG YUK, DENTIST

Successor to
the late SIEN TING.
14, D'Aguiar Street.

TERMS VERY MODERATE
Consultation Free.

**NOTICE
TO SHIPOWNERS,
MASTERS & AGENTS.**

The Yuen Wo Seamen's Institute always has men available to ship as watchmen, seamen, etc.

Our men are employed by the leading passenger lines. We guarantee satisfaction.

Please phone or call:—
K.661—No. 2, Saigon
Street, Yau-mai or
C.2560—No. 36, Tung
Man Street.

NOTICES.

THE CHINA LIGHT & POWER
COMPANY (1918), LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Offices of Messrs. Shewan, Tomes & Co., the General Managers of the said Company "St. George's" Building, Hong Kong, on MONDAY, the 8th day of May, 1929, at 12 o'clock Noon, when the subjoined Resolutions will be proposed as Ordinary Resolutions.

1. That the authorised capital of the Company (which is now \$3,600,000 divided into 720,000 shares of the nominal value of \$5 each, the whole of which have been issued) be increased to \$5,000,000 by the creation of 280,000 additional shares of the nominal value of \$5 each ranking as from date of allotment for dividend and in all other respects pari passu with the shares constituting the Company's present issued capital.
2. That 80,000 of the said 280,000 additional shares be offered forthwith in the first instance (in the proportion of one new share for every complete number of nine existing shares held by them respectively) to the members of the Company who on the 6th day of May, 1929, are registered in the Company's Share Register as the holders of the said 720,000 shares at par and so that on acceptance of the offer the full nominal amount of \$5 due in respect of each such share taken up shall be paid not later than the 4th day of July, 1929.

And that such offer be made by notice specifying the number of shares to which the member is entitled and limiting a time within which the offer if not accepted by the member on behalf of himself or his nominee will be deemed to be declined, and that the Directors of the Company be at liberty to fix such time and to extend it to such date or dates and upon such terms as they may think fit. And further that any of the said 80,000 shares which shall not be taken up by the Company's shareholders in manner aforesaid be disposed of in such manner at such time or times and upon such terms as the Company's Directors shall in their absolute discretion think fit.

3. That no shareholder shall be entitled to any offer of a fraction of an additional share in respect of any odd share or shares held by such shareholder.

4. That the remaining 200,000 of the said 280,000 additional shares be issued in such manner at such time or times and upon such terms and conditions as the Company's Directors in their absolute discretion shall think fit.

THE TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 15th day of April, 1929, to SATURDAY, the 4th day of May, 1929 (both days inclusive), during which period no transfer of shares can be registered.

Dated the Twenty-eighth Day of March, 1929.

sd/- SHEWAN, TOMES & CO.,
General Managers.

TO-DAY

and every day

drop in for a
"quick one"

at the

**ST. FRANCIS
HOTEL.**

FREE SNACKS

every day from
10.30—12.30

and

5.30—7.00 p.m.

GROUND FLOOR LOUNGE.

Tel. No. C. 5134. Tel. No. C. 5134.

\$50 CASH FOR POEMS

\$50 is offered in Cash Prizes for poems. Full particulars free. MSS. of all descriptions also required, both for book issue and for magazine. No reading fees. Current lists and booklets of commendation on application.
ARTHUR H. STOCKWELL, LTD.
29, Ludgate Hill, London, England.

NOTICES.

HONG KONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the THIRD EXTRA RACE MEETING to be held on SATURDAY, 13th April, 1929 (weather permitting) may be obtained at the Race Course, Hong Kong Club, and Causeway Bay Stables.
Entries CLOSE at 12 o'clock noon on FRIDAY, 5th April, 1929.

Hong Kong, 1st April, 1929.

HONG KONG JOCKEY CLUB.

DRAFT Programme—3rd Extra Race Meeting. Conditions 6th Race—D'Aguiar Plate.
The word "winners" means winners at any time.

By Order,
C. B. BROWN,
Secretary.

Hong Kong, 2nd April, 1929.

ST. STEPHEN'S COLLEGE

THE SUMMER TERM begins on MONDAY, 8th April. There will be an Entrance Examination for New Boys (Boarders and Day Boys) at 9 a.m. on MONDAY, 8th April, at Prospect Place, Bonham Road.

Hong Kong, 2nd April, 1929.

ROYAL SANITARY INSTITUTE.

Hong Kong Centre.

EXAMINATIONS for SANITARY INSPECTORS and in SANITARY SCIENCE will be held on May 23rd and 24th.

Candidates may obtain application forms and copies of prospectus from the local Secretary care of Education Department.

Hong Kong, 3rd April, 1929.

ICE

Can now be had from
our Main Depot at
Wyndham Street.

THE DAIRY FARM ICE & COLD
STORAGE CO., LTD.

HONG KONG BENEVOLENT
SOCIETY

(Founded 1888.)

A CONCERT of Light Music will be held in the Hall of the Helena May Institute at 5.30 p.m. on TUESDAY, April 16, 1929. Tickets, \$2 each, may be obtained from Members of Committee, at the Anderson Music Co., Ice House Street, and at the Helena May Institute.

You have more assurance
by taking
OUR GENUINE CHINESE
MEDICINE & PILLS.

SHING CHAI TONG DRUG STORE
Established 1892.
180, Queen's Road C.
Tel. C. 1853.

BEST COAL & CHEAPEST PRICE

KWONG HANG & CO.

Tel. C. 2738.
43, Des Voeux Road Central.

Government and Admiralty Coal
Contractors.

HOUSE COAL.

Peak & ... at \$23.00 per ton.
Upper Level ... \$22.00 " "
Middle Level ... \$21.00 " "
Central Office ... \$20.00 " "
Kowloon ... \$17.00 " "

The above prices include delivery charges to destination.

CLOSING SALE

at
FOOK WENG & CO.

China Building,
Hong Kong

for
Canton Shawl, Swatow
Linen, Shanghai Silk,
and all sorts of
ORIENTAL ART OBJECTS.

"CHINA" LADIES' HAIR DRESSING
SALOON.

Head Office:—25, Des Voeux Road
Central. Tel. C. 6234.

First Branch:—
No. 5, D'Aguiar Street.
(For Ladies only).
(Telephone No. G. 6234)

Second Branch:—
No. 22, Queen's Road Central.
(For Ladies & Gents).
(Near Ground floor of
Kowloon Building).

Your visit is cordially welcomed when you will see that our Trained Female Hair Dressers give you every satisfaction.

Business Hours:—
9 a.m. to 7 p.m. on week days.
12 noon to 6 p.m. on Sundays.

INTO MONGOLIA

ROY CHAPMAN ANDREWS
EXPEDITION

DIFFICULTIES CLEARED

Peking, Yesterday.
The difficulties created by the Peking Society for the Preservation of Cultural Objects, which threatened to prevent the Central Asiatic Expedition under Mr. Roy Chapman Andrews from entering Mongolia this year, are believed to have been surmounted.

It is expected that the Expedition will leave at the end of April. After much argument the Society's demands were considerably modified and a verbal agreement was reached. It is expected that it will be signed in a few days.

This will be the fifth and final Expedition and will be in the nature of a clearing up. The Expedition's programme will consist mainly of getting out the huge fossils discovered last year, which it was then impossible to transport. The terms include a provision whereby two Chinese will accompany the expedition.—Reuter.

AMERICA'S NAVY

MUST BE ENOUGH TO
SCARE.

Philadelphia, March 29.

In his first "peace article" of a series for the Ladies' Home Journal, ex-President Coolidge says that the armed forces of the United States should be "large enough so there would be a great deal of peril involved in attacking us."

He also says that they should not be so large that the United States would feel no peril involved in attacking other countries.

The army, Coolidge continues, can be small because the United States is peaceful and far removed from attack. A land army, moreover, can be assembled quickly.

"Our navy should be more extensive, he goes on, "because our shores, our great commerce and our distant possessions must be protected and it takes years to build a warship."—United Press.

HOOVER & FARMERS

DOES NOT FAVOUR SPECIFIC
RELIEF PLAN

Washington, March 25.

President Hoover to-day indirectly informed the Senate Agriculture Committee that he does not desire to lay down a specific plan of farm relief, but is willing to co-operate with the committee as its work proceeds.

Senator McNary presented President Hoover's views when the committee began its hearings to-day.

Senator Brookhart of Iowa was the first witness.—United Press.

FLIERS FOR RIO

Bahia, Brazil, March 27.

Captains Francisco Jimenez and Ignacio Iglesias, who landed near here after flying from Seville, will take off again to-morrow for Rio de Janeiro, their original destination.

Jimenez has been suffering from urticaria, which was one of the principal reasons for the decision to land.—United Press.

**Patricia Parsons**

Patricia Parsons and Pat are now on their way round the world. Patricia comes from New York and Pat is a wharf jumper who joined the "Empress of Australia" at Southampton. When they met at New York on Sailing Day they became old friends immediately. The high lights of a visit to twenty-two countries for Patricia will be Pat—the high lights for Pat will be nights ashore at twenty-six ports.

Despite the people's protests, the house tax will be collected by the Greater Shanghai financial authorities in the near future.

UNIVERSALLY COOK'S ACCEPTED.**TRAVELLERS' CHEQUES**

ISSUED IN STERLING AND U.S. DOLLARS.

THE SAFEST & MOST CONVENIENT METHOD OF
CARRYING FUNDS WHILST TRAVELLING.

12, PEDDER ST.
FIRST FLOOR.

THOS. COOK & SON (BANKERS), LTD.
AND
WAGON-LITS CO.

JUST RECEIVED

A new shipment of

**TOILET ARTICLES AND
SOFT GOODS**

at reasonable prices.

THE BAKILLY CO., LTD.

153-155, Des Voeux Road Central.

PRIZE OF H.K.\$100 VALUE.

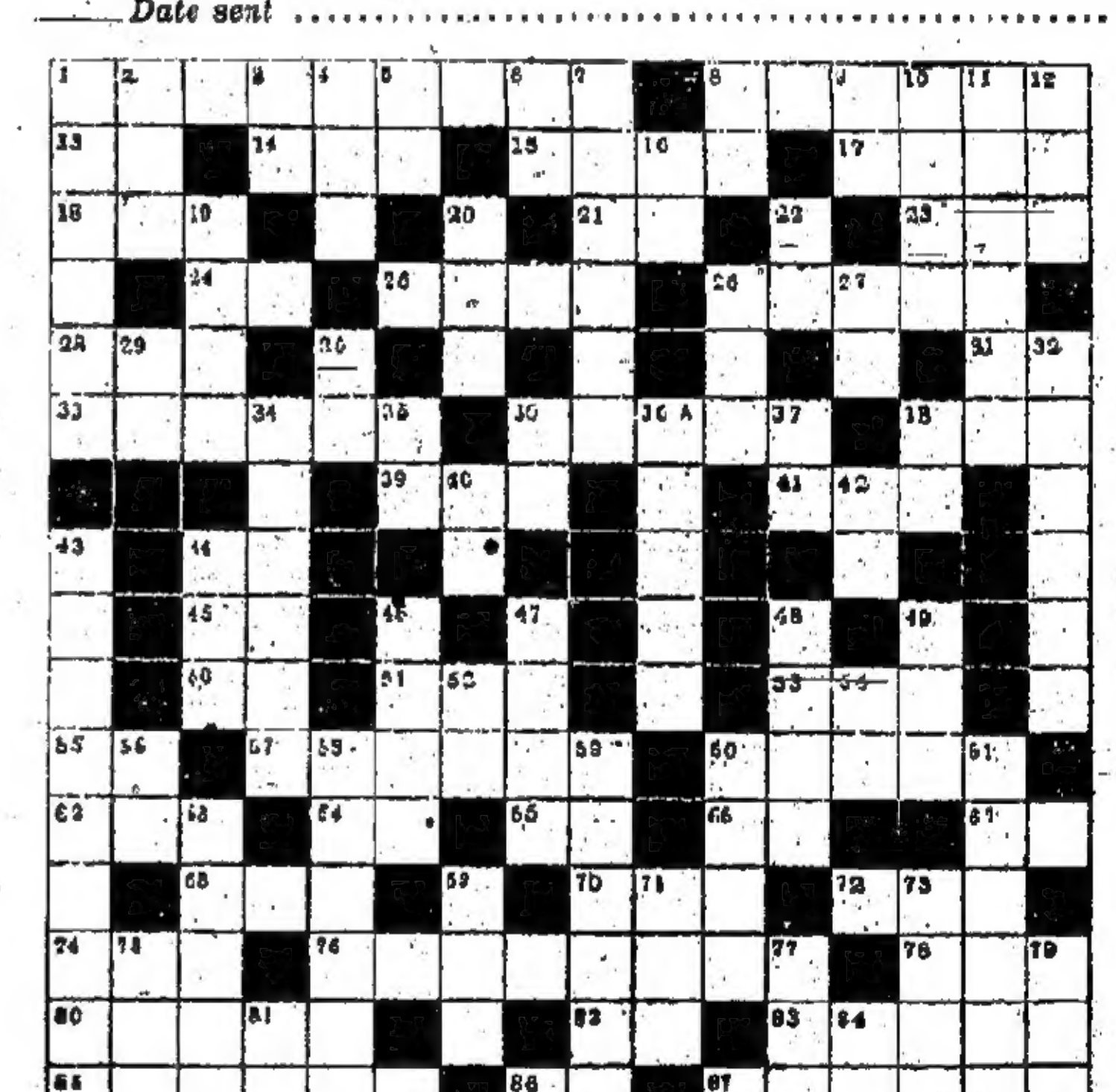
100 LBS. THOMPSON'S DOUBLE-MALTED MILK
(PLAIN OR CHOCOLATE FLAVOURED)

Given as Prize to Anyone Submitting a Correct or Nearest Correct Solution to Cross-Word Puzzle published below:—

The following conditions must be observed:—

1. Every solution must be accompanied by an empty Thompson's tin (plain or chocolate) and coupon and must be sent in to Messrs. Hui & Hui, Alexandra Building, Top floor, on or before Tuesday, 9th April after which no further solutions will be accepted.
2. Any solution with more than 3 errors will not be entertained.
3. Only one solution accepted from any one address.
4. The prize of 100 lbs. Thompson's Double-Malted Milk (plain or chocolate flavoured) will be given to the sender of the correct solution or the nearest correct solution.
5. In the event of a tie, the prize will be divided equally among the successful contestants.
6. The Agents' decision will be final.
7. No correspondence.

Name _____
Address _____
Date sent _____

**HORIZONTAL**

1. A popular brand of Malted Milk.
2. A reason for its popularity.
3. Woe.
4. A verb.
5. A state in the U.S.A.
6. Atmosphere.
7. "And the rest."
8. Same.
9. Cry.
10. Article.
11. Skin of a tree.
12. An impression.
13. A fish.
14. A day of the week (abbreviated).
15. A youngster.
16. Noble.
17. Establish (abbreviated).
18. A beverage.
19. A simpleton.
20. A verb.
21. Pound (abbreviated).
22. Behold.
23. A fowl.
24. Total.
25. Myself.
26. Erstwhile.
27. Crams.
28. A vegetable.
29. By.
30. Number (abbreviated).
31. A substitute for general terms.
32. One.
33. To light.
34. A bird.
35. A cereal.
36. Passion.
37. A relation.
38. Note in Scale (Mus.).
39. Sound.
40. A pronoun.
41. Spared.

VERTICAL

1. A score.
2. Can be taken ... or cold.
3. Parent.
4. Prefix denoting before.
5. Point of compass.
6. Negation.
7. Given free with Thompson's.
8. Month (abbreviated).
9. Note in Scale (Mus.).
10. Session.
11. Explodes.
12. A pat.
13. A verb.
14. Son of Isaac.
15. Ruminous substance.
16. Year.
17. Sol.
18. Morning.
19. A.O. (actual).
20. Us.
21. An imaginary island.
22. Bent.
23. A side.
24. Lead (abbreviated).
25. Pertaining to a Royal Court.
26. Latin "From the beginning (abbreviated).
27. Formerly.
- 28

DODWELL & COMPANY, LTD.

FOR NEW YORK AND BOSTON via SUEZ.

LLOYD TRIESTINO

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
FOR BRINDISI, VENICE AND TRIFESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.

PASSAGE RATES.

BRINDISI, VENICE & TRIESTE \$75.0.0.

NEXT SAILINGS.OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.
From Hong Kong.

S.S. "ROSANDRA" Sails on or about 16th April.
M.V. "ROMOLO" Sails on or about 25th April.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

M.V. "VIMINALE" Sails on or about 7th April.
S.S. "DUCHESSA D'AOSTA" Sails on or about 20th April.
M.V. "ESQUILINO" Sails on or about 30th April.

NATAL LINE OF STEAMERSFROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.

S.S. "UMZUMU" Sails from Calcutta 2nd May.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

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Telephone Central 1030.

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THROUGH BOOKING TO EUROPE AT REDUCED RATES.
\$120, \$112, \$110, \$102, \$83, via San Francisco.
\$540, \$5420, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
KOREA MARU Wednesday, 17th April.
SHINYO MARU Wednesday, 1st May.
SEATTLE, VICTORIA via Shanghai & Japan Ports.
YOKOHAMA MARU Monday, 8th April.
MISHIMA MARU Saturday, 6th May.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.
HAKUSAN MARU Saturday, 6th April.
KITANO MARU Saturday, 20th April.
SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU Wednesday, 24th April.
KAGA MARU Wednesday, 22nd May.
BOMBIAY via Singapore, Penang, & Colombo.
AWA MARU Thursday, 11th April.
BENGAL MARU Saturday, 27th April.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
RAKUTO MARU Friday, 19th April.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KANAGAWA MARU Friday, 5th April.
NEW YORK via PANAMA.
TOBA MARU Friday, 19th April.
LIVERPOOL via Port Said, Geneva, Marseilles.
LIMA MARU Friday, 19th April.
CALCUTTA via Singapore, Penang & Rangoon.
GENOA MARU Monday, 8th April.
RANGOON MARU Tuesday, 16th April.
SHANGHAI, KOBE & YOKOHAMA.
NAGANO MARU (Moji direct) Saturday, 6th April.
KATORI MARU Monday, 15th April.
TOYOHASHI MARU Friday, 19th April.

†Cargo only.
Reduced 1st Class Excursion Rates quoted between Manila and Australia.
For further information apply to—**NIPPON YUSEN KAISHA.**
Tel. Central No. 292 and 3893. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore
Colombo, Suez and Port Said.
ALASKA MARU Thursday, 11th April.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,
Colombo, Durban & Cape Town.
LAPLATA MARU Tuesday, 23rd April.
BOMBAY—Via Singapore & Colombo.
SHUNKO MARU Friday, 5th April.
CHIFUKU MARU Friday, 19th April.
DURBAN, LOURENCO MARQUES, BEIRA, DAMES-SALAAM, ZANZIBAR
& MOMBASA—Via Singapore & Colombo.
MEXICO MARU Thursday, 2nd May.
CALCUTTA—Via Singapore, Penang & Rangoon.
BORNEO MARU Wednesday, 24th April.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from
Shanghai.
ALABAMA MARU (From Shanghai) Wednesday, 10th April.
MELBOURNE—Via Manila, Brisbane & Sydney.
BURMA MARU Saturday, 6th April.
BANGKOK—Via Saigon.
HAIKONG—Via Hainan.
MENADO MARU Thursday, 11th April 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.
JAPAN PORTS.
SOURABAYA MARU Thursday, 4th April.
KASADO MARU Tuesday, 9th April.
ANDES MARU Wednesday, 17th April.
KEELUNG—Via SWATOW & AMOY.
HOZAN MARU Sunday, 7th April 3 p.m.
CANTON MARU Sunday, 14th April 3 p.m.
TAKAO—Via SWATOW & AMOY.
TAKAO & KEELUNG.
SOURABAYA MARU Thursday, 4th April.
For further particulars please apply to—**OSAKA SHOSEN KAISHA.**
Tel. Central No. 4088, 4089, 4090. M. TAKEUCHI, Manager.

**SHIPPING SECTION.****400 TOURISTS**YOUTH AND BEAUTY ON THE
"FRANCONIA"**NOTABLES ON BOARD**

Youth and beauty provide a large
quota of the 400 round-the-world tour-
ists on the Cunard liner, the R.M.S.
"Franconia," which arrived alongside
Kowloon wharf yesterday on her an-
nual visit to this port.

Details of the tour here were given
in a special supplement yesterday and
it was also announced that permission
can be obtained from Messrs. Thos.
Cook & Son's to go aboard the liner.

Among the notable passengers are
H.E. Mrs. Jane de Lancy, who is
related to the Hungarian Royal
Family; Judge Frederick Lawson of
Boston; one of the leading figures in
the social life on board, Mr. M.
Hirschberger, a prominent broker of
New York whose genial personality
has done much to make the cruise a
success; Mr. S. P. Colt, the son of
Ethel Barrymore, a well-known
actress; Mr. N. K. Moody, oil magnate;
Mr. and Mrs. W. L. Honold of Los
Angeles (Mr. Honold is a well-
known banker); Mr. Keyser of Bal-
more; Mr. and Mrs. Otis (Mrs. Otis
is the sister of Mrs. Frank B.

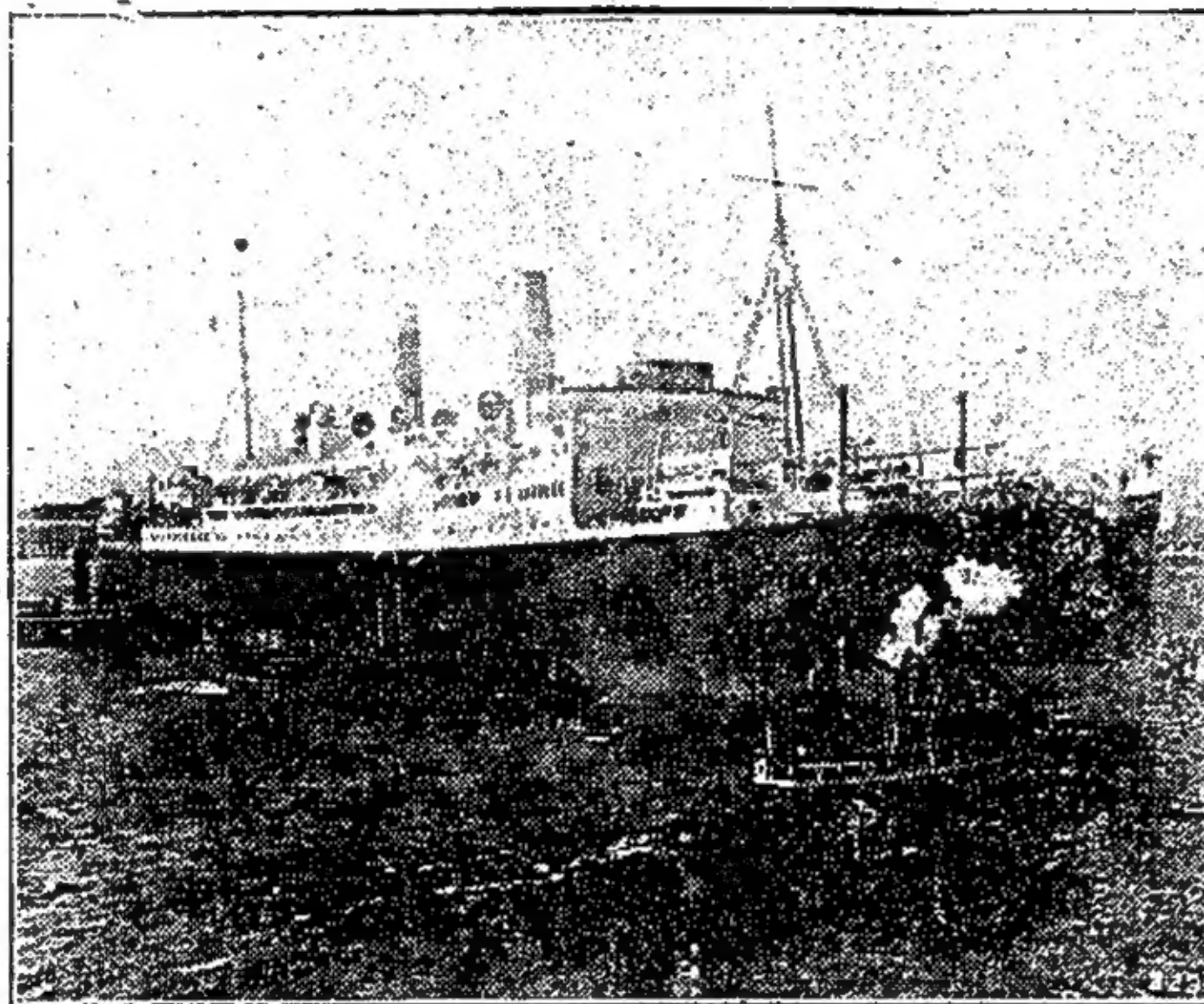
S.S. "CEYLAN"THE EXTENT OF HER
DAMAGE**CHILLED MEAT CARGO**

Boreaux, Yesterday.
Divers have found a hole in the s.s.
"Ceylan" only three feet by four
inches.
Another steamer has been sent for
to help to keep the refrigerating
machinery going to prevent damage
to the cargo of chilled meat.—Reuter.

ARMS ON A LAUNCH

The manager of the motor launch,
"Tung Chuen" was charged at the
Kowloon Magistrate yesterday before
T. S. Whyte-Smith, with having in
his possession, one shot gun, one rifle,
four automatic pistols and 117 rounds
of ammunition.

Mr. D. H. Blake appeared for the
defence.
Inspector Ogg stated that defendant
had committed only a technical
offence. The Police was satisfied that
he attended at the Harbour Office and
declared the arms being on board the
launch.
Defendant was discharged with a
caution.



With tiny legs panting in their efforts to nose the twenty thousand
ton Canadian Pacific liner Duchess of Atholl into the stream, 350
passengers left New York recently on a "Cruise of Contrasts" that
will take them to twenty ports in the West Indies, South America,
Africa, Egypt, Italy, Monaco and France.
This is the second South America-Africa cruise by a Canadian
Pacific steamer. The first year it was undertaken by the Empress of France,
the first ship to land goods at the lonely island of Tristan de Cunha
successfully. The visit to this isolated spot is one of the most ro-
mantic episodes in the lives of the cruisers, and when they return to
Canada they will have the distinction of being among the seven hun-
dred non-faring people ever to have that opportunity.

Kellogg, wife of the ex-Secretary of
State); Mr. J. C. Penny, who owns a
big chain of cash stores in the Unit-
ed States; Major S. E. Weaver, pre-
sident of the Park Lane Hotel Syn-
dicate of New York City; Mr. Ben
Frank, a retired New York business-
man who has been in every world
tour of the "Franconia" so far; Dr.
E. M. Austin, Rev. James Banerly;
Mr. Alberto Beguiristain and Mr.
Oscar Beguiristain of Havana; Rev.
Charles E. Bowles; Dr. J. H.
Bradshaw; Mr. and Mrs. R. A.
Christie of Hollywood, Cal. and Mrs.
F. Shepherd Crawford; Mr. Julio
Fernandez Carver of Spain; Mr. and
Mrs. Leopold Goldsmith; Dr. F. M.
Jeffries, Mr. and Mrs. Jose Antonio
Jurado, Miss Alicia Jurado; Mrs.
Dagmar Lesser of Berlin; Dr. and
Mrs. D. MacNish, J.P. of London;
Mr. Frank W. Merrill; Dr. D. H.
Morris of Rio de Janeiro; Dr. D. T.
Nicoll; Dr. George M. Steele, Miss
Anita H. Stephens; Don Fernando
Subercaseaux of Santiago, Chile; Dr.
and Mrs. P. O. Sundin; Mr. and Mrs.
T. A. Thurmond; Dr. and Mrs. H. W.
Tidd; Dr. and Mrs. Van Allen; Lady
Wadia; Dr. and Mrs. Van Allen; Lady
Charles G. Worthington; Mr. Emile
Ziegler of Geneva.

Planes Visited
From New York, the first stop was
made at Funchal, then Gibraltar, Al-
giers, Monaco and Naples. Haifa,
Port Said, Suez and Djibouti were
called at en route to Bombay. From
India the cruise continued to Colombo,
Rangoon, Penang, Singapore, Bang-
kok, Saigon, Batavia, Samarang,
Macassar, Zamboanga, Manila and
then to Hong Kong. The "Franconia"
is due to leave here on Friday, pro-
ceeding by way of North China,
Japan and the Panama to New York
where she is due on May 31.

Features of Liner
She is a luxuriously equipped liner
of 20,000 tons, her public rooms be-
ing remarkable for their size and
beauty. Every possible convenience
is provided for the passengers in-
cluding swimming bath, squash courts,
courts, shops, and the regular deck
sports, dancing, orchestra, etc. On
the boat deck a cinema show is held,
and a large number of the passen-
gers have their own moving picture
cameras. Amateur pictures taken are
developed on board, and their authors
have the pleasure of seeing them on
the screen. Community singing has
been led by Mr. H. A. Hammon of
Grand Rapids, Michigan.
Captain E. T. Britten, R.D., R.N.R.,
is in command and the cruise director
is Mr. Ross B. Skinner. The execu-
tive manager is Mr. Robert A.
Grissel, who will later take a party
through Siberia. The tour is under
the auspices of Messrs. Thos. Cook
& Son and there is a large cruising
staff, in addition to those mentioned.
Mr. Charles C. Bacheider holds the
post of lecturer and gives graphic ad-
dresses, before arrival in each port,
on the interesting features of the
place.

CONSIGNEES' NOTICES

Consignees of cargo ex s.s.
"City of Khio" are reminded to take
delivery of their goods which will be
subject to rent after April 5.
Consignees of cargo ex s.s.
"Afrika" are reminded to take
delivery of their goods which will be
subject to rent after April 9.

MOVEMENTS OF STEAMERS

Projected arrivals at and departures
from Hong Kong of steamers under
the management of the Bank Line,
Ltd., are as follows:

Arrivals at Hong Kong
The s.s. "City of Glasgow" from
Europe, April 17.
The s.s. "Glenbank" from New York
via Panama, April 22.
The s.s. "Comblbank" from New
York via Panama, April 20.
The s.s. "City of Newcastle" from
New York via Suez, May 1.
Departures from Hong Kong
The s.s. "City of Kharitum" for
Singapore and Europe, April 2.
The s.s. "City of Glasgow" for
Shanghai and Japan, April 18.
The s.s. "Tinhow" for Saigon and
South Africa, April 18.
The s.s. "Glenbank" for Haiphong,
April 28.
The s.s. "Comblbank" for Shanghai
and China, April 27.
The s.s. "City of Delhi" for Singa-
pore and U.K., May 9.

SHIPPING BREVITIES

Mr. A. H. Brown, mate of the s.s.
"On Lee," is on sick leave and his
place has been temporarily filled by
Mr. W. P. Dickson, the Chief Officer
of the s.s. "Darcotia."

The s.s. "Tin Ting," a vessel on the
Canton-Hong Kong run and owned by
the same company as the s.s. "Tin
Yat," which has just been put on the
Hong Kong-Canton service, arrived in
port yesterday. She will go into dock
for repairs.

It is advertised that a special sym-
posium meeting of the China Coast
Officers' Guild will be held at the
Guild Office, 67, Des Voeux Road Cen-
tral, to-day at 5 p.m.

The "Afrika" from Copenhagen and
Singapore shown on her manifest 680
tons of chloride of potash and
matches.

The "Tillbeet" from Batavia and
Balkpapan, included in her cargo, 200
drums of spirit of wine. She arrived
on April 2.

Twenty-five drums of alcohol were
shown in the manifest of the "Deli
Maru." The vessel arrived on April
2 from Canton.

The Harbour Master, in a notifica-
tion to mariners dated April 3, stated
that there is a derelict junk, which is
a danger to navigation in a position
with Breaker Point bearing 068° at a
distance of 12 miles. The wreck was
sighted by the s.s. "Hai-ching" on her
voyage down from North.

delivery of their goods which will be
subject to rent after April 7.
Consignees of cargo ex M.V.
"Equilino" are reminded to take
delivery of their goods which will be
subject to rent after April 8.
Consignees of cargo ex M.V.
"Afrika" are reminded to take
delivery of their goods which will be
subject to rent after April 9.

DRASTIC ORDERSHIPS WITH ORIENTALS ARE
BARRIED

Seattle, March 28.
Steamship companies are undecided
as to what course of action they will
pursue to meet a drastic order by
E. T. Handley, health commissioner,
to the effect that ships carrying Asia-
tics in their steerage will be barred
from Seattle docks.

The order becomes effective imme-
diately. Ships must stop at Alki
Point, four miles north of Seattle,
unless some satisfactory arrangements
are made to protect the city.

Officials of the Dollar Lines and
Canadian Pacific Company know noth-
ing about the new order. They re-
fused to comment on the above cable
until duly advised of the regulation.
The new order, according to them
however, will not affect the immigra-
tion of Asians in general, although
it would mean another extra expense
for the landing of passengers at
Alki Point.

Seattle, March 28.
The Seattle City Council is plan-
ning to appropriate \$25,000 immedi-
ately for quarantine facilities for
steamer passengers on trans-Pacific
boats as a result of the recent men-
ingitis epidemic.

This action was urged by the Public
Health Committee.
Senator Samuel Shortridge of Cali-
fornia to-day conferred with Surgeon
General Cummings regarding steamer
passengers on Pacific ships, after
"Stanley Dollar" of the Dollar Line had
completed impounding of ill passen-
gers in large numbers at Seattle and
San Francisco.—United Press.

PASSENGER LIST**DEPARTURES**

Per s.s. "Tenyo Maru" for San
Francisco via Ports on April 3:—
Mr. G. Stott, Mrs. I. Cairns, Mr.
L. Boehm de Sauvanne, Mrs. P. S.
Lo, Mr. and Mrs. George K. Tur-
ner, Mr. A. Meyer, Dr. M. Rabel,
Mr. Harold Lomo, Mrs. C. D. Prell,
Mrs. Choy, Mrs. Chan, Mr. Y. C.
Fou, Mr. J. S. Gubbay, Mr. Alfred
Ashworth, Mr. F. G. Eca da Silva,
Mr. Ng Ming-kwong, Mr. Ng Kwok-
fong, Mr. and Mrs. Y. C. Kwong,
Mrs. O. Hatten, Mr. Chan Yik-ha,
Mr. and Mrs. C. W. Shoop, Mrs.
Chan Man-sing, Mr. Ko Man-on,
Miss. Ko, Miss E. Tasker, Mr. and
Mrs. N. H. Anderson, Mme. Claude
Riviere, Mrs. M. A. Rennie, Mr. and
Mrs. T. Makiyama, Mr. and Mrs.
M. Ide, Mr. and Mrs. Y. Murakami,
Mr. Zen Saiko, Mr. A. E. L.
Thesiger, Mr. G. R. Mitchell, Mr.
F. A. Proudman, Mr. and Mrs. T.
Fujimori, Marshall H. Gould, Mr.
T. Takai, Mr. Y. Sunahori, Mr.
and Mrs. X. Ohshima, Miss H.
Matsuo, Mrs. G. Matsumura, Mr.
and Mrs. C. E. Wolsted, Master
Wolsted, Miss Wolsted, Col. and
Mrs. J. S. Bostock, Capt. and
Mrs. E. Nelson Turner, Mrs. H.
Syme Thomson, Mrs. Kobayashi,
Mr. and Mrs. M. Yamawaki, Dr.
G. W. Theobald, Mr. W. S. Cook-
son, Mr. E. C. Waterhouse, Mrs.
L. F. Hubbell, Lieut. D. de G.
Lambert, Capt. G. E. Tinney, Rev.
F. MacDermott, Mr. L. Mac-
Dermott, Mr. J. L. F. de Vries,
Mr. O. R. Gomez, Rev. and Mrs.
J. I. Kaylor, Mrs. H. A. Strickler,
Miss B. M. Nickey, Mr. and Mrs.
J. O. Wilson, Master J. A. Wilson,
Master M. V. Wilson, Master H. B.
Wilson, Mr. and Mrs. J. L. Hohl,
Mr. and Mrs. A. M. Huestis, Miss M.
Grossman, Mr. A. Walker, Mr. and
Mrs. J. L. Baker, Mr. W. B. Thulin,
Mr. O. W. Buhler, Miss J. Tauber,
Mr. and Mrs. E. S. Berkey, Master
E. Berkey, Mrs. L. C. Malm, Master
T. Malm, Mr. I. Somen, Justice
G. A. Malcolm, Mrs. G. M.
Malcolm, Mr. and Mrs. F. A. F.
McMaster.

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journey.

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is only one transaction—the initial one
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across the Pacific, across Canada, and
across the Atlantic is made on Canadian
Pacific ships and trains; your stopovers
at Canadian Pacific hotels.

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One service

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in speed and
comfort.

CANADIAN PACIFIC

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At Noon—April 10th, 1929.

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S.S. "TAI HING"

[1,068 tons—Capt. O. B. Wilks.]

APRIL	
SUN. 7th	MON. 22nd
FRI. 12th	SUN. 28th
WED. 17th	

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

APRIL	
THURS. 4th	SAT. 20th
TUES. 9th	THURS. 25th
MON. 15th	TUES. 30th

For information apply to
KWONG WING CO., Ltd.
87, Connaught Road West,
Phone: Central 893.

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For more than 36 years travellers the world over have
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£5 and £10 denominations—bound in a small
handy wallet—and cost only 3/4 of 1 per cent.

Secure your steamship tickets, hotel reservation and
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BANK LINE LTD.

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT **ELLERMAN LINE**

S.S. "CITY OF KHARTOUM" London, Rotterdam, Amsterdam & Hamburg 13th April.
S.S. "CITY OF DELHI" London, Rotterdam, Amsterdam & Hamburg 9th May.
S.S. "CITY OF GLASGOW" London, Rotterdam, Amsterdam & Hamburg 10th June.

NEW YORK, BOSTON, & BALTIMORE **AMERICAN & MANCHURIAN LINE**

S.S. "CITY OF LILLE" via Suez Canal 17th May.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK & BALTIMORE **AMERICAN & ORIENTAL LINE**

S.S. "NAIRNBAK" via Suez Canal 5th April.
S.S. "OAKBANK" via Suez Canal 10th May.

MAURITIUS & SOUTH AFRICA **ORIENTAL AFRICAN LINE**

S.S. "TINHOW" 15th April.

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth),
Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde,
Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and
Madagascar.
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P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEBANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
NALDERA	16,038	13th Apr.	Bombay, Marseilles & London.
*MIRZAPUR	6,715	10th Apr.	Straits, Colombo & Bombay.
KARMAIA	9,128	20th Apr.	Marseilles & London.
*ALPORA	5,273	24th Apr.	Straits, Colombo & Bombay.
*MANTUA	10,973	27th Apr.	Bombay, Marseilles & London.
*NAGPORA	5,233	4th May	Marseilles, London, Hull, Antwerp, Rotterdam & Hamburg.
*KIDDERPORE	5,334	8th May	Straits & Bombay.
KALYAN	9,144	11th May	Marseilles, London & Hull.
MOREA	10,953	25th May	Bombay, Marseilles & London.

* Cargo only.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

*GANBADA	5,307	10th Apr.	Singapore, Penang & Calcutta.
SANTHA	7,754	17th Apr.	Singapore, Penang & Calcutta.
TILAWA	10,006	21st Apr.	Singapore, Penang & Calcutta.
TAKLIWA	7,935	6th May	Singapore, Penang & Calcutta.
TAKADA	6,949	9th May	Singapore, Penang & Calcutta.
TALAMBA	3,013	21st May	Singapore, Penang & Calcutta.
TALMA	10,000	28th May	Singapore, Penang & Calcutta.

* Cargo only.

S.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

ARAFURA	6,660	8th May	Manila, Sandakan, Thursday Island,
TANDA	6,956	31st May	Townsville, Brisbane, Sydney &
ST. ALBANS	4,800	5th July	Melbourne.
ARAFURA	6,000	2nd Aug.	
TANDA	6,956	30th Aug.	

Regular monthly sailings from Hong Kong to Japan and Hong Kong
to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo,
Oahu, Kolabugan, Tawao, Timor, Darwin, or other ports en route as in-
dications of.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TAKLIWA	7,935	10th Apr.	Amoy, Moji, Kobe, Yama & Osaka.
KALYAN	9,144	12th Apr.	Shanghai, Moji, Kobe & Yokohama.
*JEYPORE	5,318	15th Apr.	Shanghai, Moji, Kobe & Yokohama.
ARAFURA	10,949	16th Apr.	Amoy, Moji, Kobe & Yokohama.
TAKADA	6,949	17th Apr.	Amoy, Moji, Kobe & Yokohama.
MOREA	10,953	20th Apr.	Amoy, Moji, Kobe & Yokohama.
TALAMBA	8,018	28th Apr.	Amoy, Moji, Kobe & Yokohama.
TALMA	10,000	30th Apr.	Amoy, Moji, Kobe, Yama & Osaka.
TANDA	6,956	7th May	Amoy, Moji, Kobe, Osaka & Yokohama.
*PERIM	7,945	9th May	Shanghai, Moji, Kobe & Yokohama.
DELTA	8,997	14th May	Moji, Kobe & Osaka.
TILAWA	10,000	22nd May	Amoy, Moji, Kobe & Osaka.
RAJPUTANA	16,568	24th May	Shanghai, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.

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S.S. "RHEXENOR"	Via Suez Canal	8th May.
S.S. "CITY OF LILLE"	Via Suez Canal	17th May.

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VILMA BANKY

BEAUTIFUL STAR IN "THE
AWAKENING"

TO-DAY AT QUEEN'S

"The Awakening." Samuel
Goldwyn's first starring picture for
the beautiful blonde actress, Vilma
Banky, is the attraction at the
Queen's Theatre from to-day to
Saturday.

The story pictures Vilma Banky
as the acknowledged beauty of the
little village of Pre d'Or, sought by
many suitors and quietly rejecting
them until she has become a symbol
of purity and beauty for the whole
village. Simultaneously with the
annual village festival, a troop of
Uhlans, led by Water Byron as
Lieutenant von Hagen, arrive, and
Byron, a Don Juan, determines to
make a conquest of the village
girl. The tete scenes, enlivened
by peasant costumes and rustic
humour, present an excellent con-
trast with the grim bloodshed of
war in the latter half of the picture.

BIG PENSIONS

£11,650,000 SURPLUS IN
NINE MONTHS

A surplus of \$10,582,000 from
England and Wales, and
£1,068,650 from Scotland, is
recorded for the first nine
months of the financial year
ended March 31 last, in the
accounts issued recently of the
Widows', Orphans', and Old Age
Contributory Pensions' Act, 1925.

In the first nine months of the
year covered by this account the
expenditure on pensions was con-
fined to widows and orphans. The
excess income not required to
meet the expenditure was trans-
ferred to the Treasury Pensions'
Account.

In the final quarter of the year
the rate of expenditure for the
first time exceeded the rate of in-
come. This followed the coming
into force, on Jan. 2, 1928, of the
provisions of the Act relating to
the payment of old age pensions
to contributors at the age of 65.
It became necessary, therefore, to
transfer from the Treasury Pen-
sions' Account sums amounting in
all to £322,000—£280,000 for
England and Wales and £42,000
for Scotland—to meet the de-
ficiency.

Out of a total income for Eng-
land and Wales for the year of
£21,173,552 14s. 11d., no less than
£20,875,711 19s. 4d. was from
contributions. The pensions paid
aggregated £9,795,975 4s. 3d. Ad-
ministrative expenses accounted
for £793,498 2s. 2d., while £1,079
8s. 6d. had been paid in error and
was irrecoverable.

In Scotland the receipts totalled
£2,436,361 6s. 4d., of which
£2,377,984 9s. 1d. was from con-
tributions. Pension payments
accounted for £1,252,377 2s. 8d.,
administrative expenses for
£104,839 2s., while £138 10s. 6d.
was paid in error and was irre-
coverable.

MARINE COURT

DREDGING HARBOUR WITHOUT
PERMISSION

At the Marine Court this morning,
a case was heard in which the Naval
Yard Police figured in the prosecution
against a mistress of a junk, who was
charged with dredging the waters of
the harbour opposite the Naval Yard
wall yesterday without authoritative
permission. Pleading guilty, defend-
ant was fined \$5.

In another case, involving masters
and five mistresses of cargo junks
were all charged with anchoring with-
in 100 yards of the Praya wall at
West Point last night. All pleaded
guilty, and were fined \$10 each.
Lance-Sergeant Goldsmith, of the Water
Police, prosecuted.

Mexico's Air Idol



Colonel Alfred Lesauze, young
Mexican aviator, has just broken the
Mexican altitude record and through
his flying is taking the place of the late
Emilio Carranza as Mexico's "Lind-
bergh."

POLICE REVOLVER

THIEF SENTENCED TO TWO
YEARS

A STATION'S EX-BOY

The ex-"boy" employed at No.
2, Police Station, who was on
Tuesday convicted by Mr. E. W.
Hamilton on a charge of theft of
three fully loaded revolvers from
the Police Station and sentenced to
six months' hard labour, was yes-
terday afternoon produced before
Mr. T. S. Whyte-Smith and Major
C. Willson, O.B.E., at the Kowloon
Court charged with the unlawful
possession of a revolver and six
rounds of ammunition, stolen from
Sub-Inspector Murphy of No. 2
Police Station.

The youth, Ng Chau (17), who
was not represented, pleaded "not
guilty."

The prosecution was conducted
by Mr. T. Murphy, Assistant
Director of Criminal Intelligence.

The facts of the case, as out-
lined by Mr. Murphy, were similar
to those relating to the theft
charge against the accused before
Mr. Hamilton. On March 8 ac-
cused, who had been dismissed on
the 5th, was found at 6 p.m. in the
servants' quarters of the European
cook-house. He had a parcel
under his arm. The revolvers were
missed at 7 p.m., and at 9 p.m., the
Police went to the Yau-mati ferry
wharf on the Hong Kong side where
they found the accused about to
board the launch. He was search-
ed and the loaded revolver was
found on him. Finally he took
the Police to King's Park where
another of the three missing re-
volvers was recovered.

The Magistrate convicted and
passed sentence of two years' hard
labour.

STAR THEATRE

RETURN SEASON
OF THE
BANVARD
MUSICAL COMEDY COMPANY

TO-NIGHT
At 9.15
"OH KAY"

To-morrow
April 5. "TIP TOES"

Saturday
April 6. "FOLIES BERGERE"

Farewell Performances
Sunday
April 7. PROGRAMME
POT POURRI

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Prices \$4, \$3, \$2 and \$1.

CONSIGNEES.

THE EAST ASIATIC CO. LTD.,
COPENHAGEN.

The Motorship, "AFRIKA"

having arrived, Consignees of cargo
are hereby informed that all goods
are being landed and placed at their
risk into the hazardous and/or extra-
hazardous Godowns of The Hongkong
& Kowloon Wharf & Godown Co., Ltd.,
where delivery can be obtained as soon
as the goods are landed.

No claims will be admitted after the
goods have left the Godowns, and all
goods remaining undelivered after the
9th April, 1929, at 4 p.m. will be
subject to rent.

All broken, chafed, and damaged
goods are to be left in the Godowns,
where they will be examined by
Messrs. Anderson & Ashe on the 6th
April, 1929, at 10 a.m.

All claims against the vessel must
be presented to the Underinsured on or
before the 12th April, 1929, or they will not
be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned
by

JOHN MANNERS & CO., LTD.,
Agents.

Hong Kong, 2nd April, 1929.

JOHN MANNERS & CO. LTD.

THE EAST ASIATIC CO. LTD.,
COPENHAGEN.

The Motorship, "AFRIKA"

having arrived, Consignees of the River
Elbe on her inward voyage to Ham-
burg, Consignees of cargo by her are
hereby notified that a General Aver-
age has been declared in respect of
cargo landed at ports previous to
Hamburg. It is therefore necessary
for Average Bonds to be signed and
a deposit of 10% to be paid on the
market value of the goods on arrival.

The apparently sound cargo, having
arrived by the same vessel, consigned
are notified that any damaged cargo
will be surveyed by Messrs. Anderson
& Ashe on Saturday, the 6th April,
1929, at 10 a.m.

Hong Kong, 2nd April, 1929.

CONSIGNEES.

LLOYD TRIESTINO N. CO.

NOTICE TO CONSIGNEES.

Chartered Steamer,
"DUCHESSA D'AOSTA"

From Trieste, Venice, Port Said, Suez,
Aden, Bombay, Karachi, Colombo
Penang & Singapore.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns
of the Hongkong and Kowloon Wharf
and Godown Company, Ltd., at Kow-
loon, whence and/or from the wharves
delivery may be obtained.

Optional Cargo will be forwarded
unless notice to the contrary be given
before 29th instant.

No claims will be admitted after the
Goods have left the Godown, and all
Goods remaining undelivered after the
4th April will be subject to rent.

All claims against the vessel must be
presented to the Underinsured on or
before the 14th April or they will not
be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
4th April at 10 a.m. by our surveyors
Messrs. Goddard & Douglas.

No Fire Insurance has been effect-

ed.

Bills of Lading will be countersigned
by

DODWELL & CO., LTD.,
Agents.

Hong Kong, 29th March, 1929.

LLOYD TRIESTINO N. CO.

NOTICE TO CONSIGNEES.

Motor Vessel,
"ESQUILINO"

From Trieste, Venice, Brindisi, Port
Said, Suez, Massaua, Kurachi, Colombo,
Penang & Singapore.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns
of the Hong Kong and Kowloon Wharf
and Godown Company, Ltd., at Kow-
loon, whence and/or from the wharves
delivery may be obtained.

Optional Cargo will be forwarded
unless notice to the contrary be given
before 2nd instant.

No claims will be admitted after the
Goods have left the Godown, and all
Goods remaining undelivered after the
8th inst. will be subject to rent.

All claims against the vessel must be
presented to the Underinsured on or
before the 12th inst. or they will not
be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
8th inst. at 10 a.m. by our surveyors
Messrs. Goddard & Douglas.

No Fire Insurance has been effect-

ed.

Bills of Lading will be countersigned
by

DODWELL & CO., LTD.,
Agents.

Hong Kong, 2nd April, 1929.

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From LEITH, DUNKIRK, LONDON &
STRAITS.

The Steamship,
"BENAVON"

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being land-
ed at their risk into the hazardous
and/or extra hazardous Godowns of
The Hong Kong & Kowloon Wharf &
Godown Co., Ltd., whence and/or
from the wharves delivery may be ob-
tained.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
7th inst. will be subject to rent.

All claims against the steamer must
be presented to the Underinsured on or
before the 21st inst., or they will
not be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
5th inst. at 10 a.m. by Messrs.
Goddard & Douglas.

No Fire Insurance has been effect-

ed.

Bills of Lading will be countersign-
ed by

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Agents.

Hong Kong, 1st April, 1929.

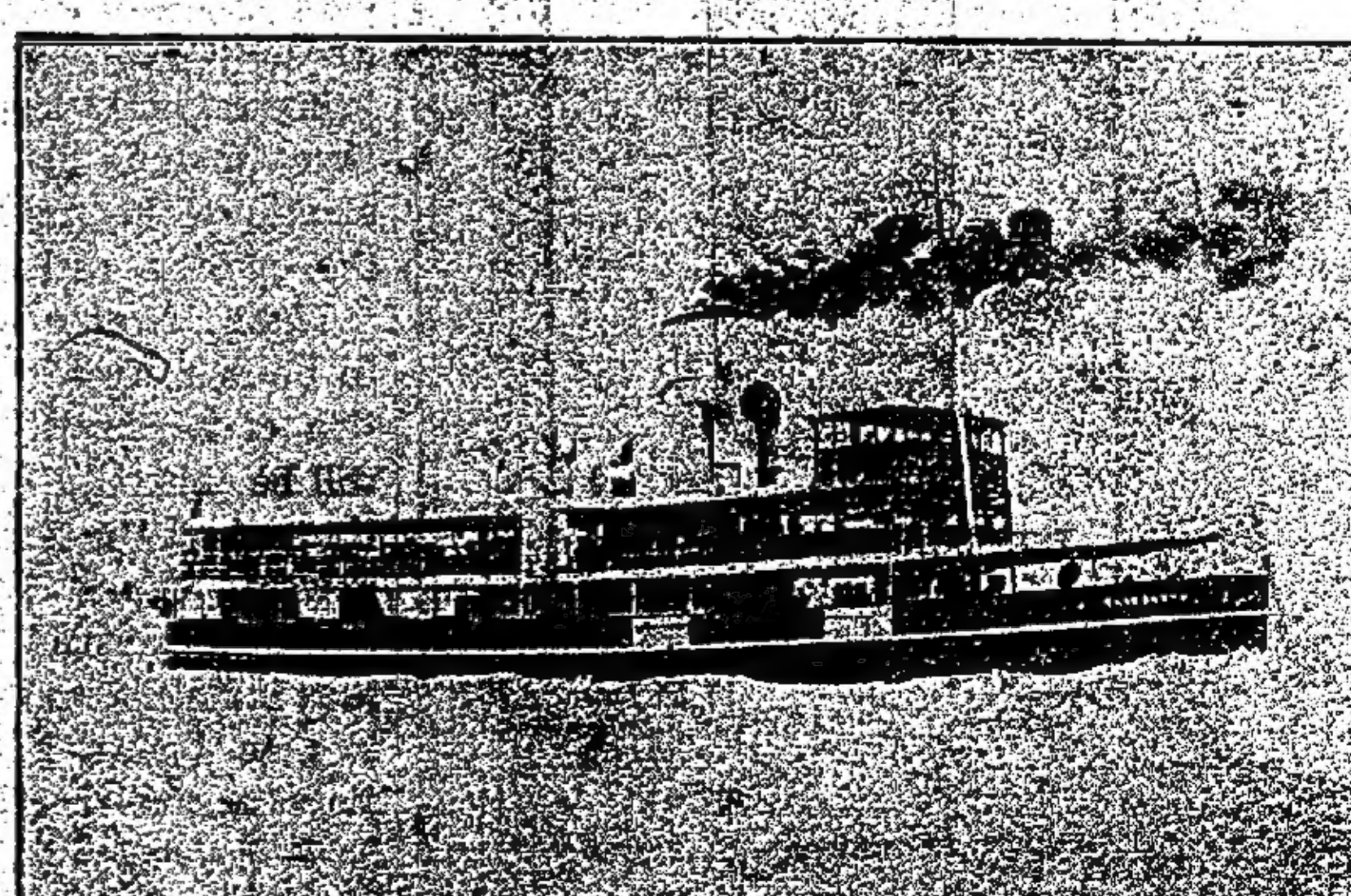
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Pres. McKinley May 21st	Pres. Jefferson May 28th

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Hong Kong, Thursday, April 4, 1929.

SAFETY OF LIFE AT SEA

What transpires at the International Conference on the Safety of Life at Sea, which is to be opened in London on the 16th instant, will be followed with deep interest throughout the world, especially in seaports such as Hong Kong. There are few of us nowadays who are not ocean-travellers at some time or other, and even fewer who have not occasionally pondered over the perplexing problem of sea-safety and of what might be done to make it even safer than it is in these very much improved days in that respect. Such calamities as that of the "Vestris," to mention one of the most recent, brings the question very forcibly to the notice of all of us, for it is at such times that we cannot but reflect that, safe as most of us feel when aboard a modern liner, such disasters point conclusively to the urgency of the problem being seriously considered from time to time by experts, who alone, probably, are able to handle the question satisfactorily.

The conference which is about to be held upon this vital question of "Safety of Life at Sea" will be attended by representatives of all the leading maritime Powers, clearly indicating its truly international character. It is as surprising as it is interesting to note that it is fifteen years since a similar conference was held—in London then as now. It was brought about by the urgency of the question following the terrible disaster of the "Titanic," which most of our readers will remember went down in the Atlantic while on her maiden voyage from England to the United

States and in which 1,600 lives were lost. The "Titanic," it will be recalled, was at the time of her first and last voyage believed to be immune from disaster, "sinkless, a wonder vessel," that could not possibly come to grief. She appeared to be the "last word" in first class equipment, watertight compartments, labour-saving devices, appliances of all sorts and, as stated, was a "wonder vessel" that could not possibly do otherwise than sail safely and majestically over the world's waterways. But she went down on her first voyage. Hence the necessity from time to time of holding conferences on "The Safety of Life at Sea," and of profiting by the many points that experience shows ought to be taken seriously into consideration.

It is surprising to read that on the occasion of the last conference, though the convention embodying a general agreement on various points was unanimously approved, yet it was only ratified by some of the signatory Powers and it was "in no case brought into force in its entirety." As indicated this was probably owing to the War's intervention and consequent upheaval. Obviously—and particularly in the light of the very serious disasters that have occurred in various waters, notably off the North and South American coasts—a conference on this profoundly interesting subject is at least due now, and it is to be hoped that the whole subject will be scrutinised from its many angles.

The British Government, it would be observed, are taking an interest in the forthcoming conference and an official welcome to the delegates will be extended, on their behalf, by Sir Philip Cunliffe-Lister, President of the Board of Trade. It is peculiarly fitting that London, the metropolis of the world's greatest maritime Power, should again take the lead in such a conference. Throughout the world those that sail the seas will await with deep interest the details of the discussion and the proposals that are sure to be suggested.

The birth of a son to Mrs. Young, wife of the Rev. F. C. Young, is announced.

During last week there were reported to the Medical Officer of Health three cases of diphtheria, one British, one Indian and one Chinese. Two were fatal. There were two Chinese cases of cerebro-spinal fever, one fatal, and two Chinese cases of enteric, one fatal. There were also a Chinese case of scarlet fever and two cases of influenza.

One case of diphtheria and one case of enteric fever were notified yesterday, both being Chinese.

The annual meeting of the Hong Kong Engineering and Construction Co., Limited, will be held on April 17 at 11 a.m.

Mr. J. Russell will speak on "The Voyage of Life" at the weekly public lecture of the Theosophical Society to-day at 6 p.m.

A Chinese woman was fined \$50 by Mr. W. E. Hamilton at the Central Magistracy for having a bundle of opium lottery tickets and application forms in her possession.

A seaplane float was found by the Police near Stone Cutters' Island, and now awaits a claimant at the Water Police Station. The float was retrieved whilst the Police were searching for a different one which had been reported lost by Capt. Dangerfield, R.A.

In honour of the Governor of Macao and his family the Committee of the Club Lusitano are arranging a reunion in the Club Lusitano on Saturday afternoon at 4.30 o'clock. All the members of the Club and other Portuguese and their families are cordially invited to attend. Tea will be followed by a dance.

Natha Singh, the Indian interpreter of the Supreme Court, was before Mr. T. S. Whyte-Smith, at the Kowloon Magistracy, yesterday, on a charge of stealing a goat from another Indian. After evidence had been given by the complainant, his Worship dismissed the case on the ground of insufficient evidence. Mr. H. J. Armstrong appeared for the defendant.

The Hong Kong Police Force has suffered a loss through the death on Monday of Ng Chiu, a Chinese member of the detective department. He had been with the Force for 27 years and was due to retire on pension on Monday next. The funeral took place yesterday, and was attended by a large number of European, Indian and Chinese officers of the Force.

A British case figures in the latest weekly small-pox figures. There was also an Indian case, and the rest were Chinese. The total was 22, but there were 29 deaths. Nine cases came from Victoria, twelve from Kowloon and one from Aberdeen. On Tuesday, four further cases were reported, including another British case. Three fresh cases were notified yesterday, all being Chinese.

Further honours have fallen to the new Banvard Musical Comedy Company from London, on its return visit to Hong Kong. In "Clowns in Clover" (from the Adelphi Theatre) at the Star Theatre, Kowloon, last night, the artistes and beauty chorus were seen to advantage in musical items, dances, sketches, monologues, etc., and the audience was delighted. "Oh Kay" is the big attraction at the "Star" to-night. It is another of the Banvard Company's best.

Re-sealing of the probate of the will of Mr. George Thomas Knight, of 181, Northumberland Park, Tottenham, Middlesex, has been granted to Mr. D. J. Lewis, of Messrs. Johnson, Stokes and Master, who is the attorney of the sole executrix, Emma Elizabeth Williams, niece of the deceased. Mr. Knight died on September 24, 1928. His net personal estate at home amounted to £3,037 18s. 8d., and estate in Hong Kong amounting to \$1,100. Bequests of £1,000 to Emily Florence Chapel, of Swindon, and five amounts of £100 each to his sisters were mentioned in the will. The balance of the property goes to the executrix. "In view of her unfailing kindness to me over a period of many years."

Robinson: "I met my wife in a very funny way. I ran over her in my car and later married her."

Brown: "If everybody had to do that there wouldn't be so much reckless driving."

Breathless Urchin: "Will yer come down our street quick, and bring an ambulance?"

Police: "What's the ambulance for?"

Urchin: "Me Mother's found the lily wot stole our doormat."

A DOUBLE EVENT

THE DOVER ROAD

Scene.—A lawn—A circle of men and women sitting in basket chairs. Flowers in full bloom—a wonderful sunset, "boys" passing to and fro with cocktails.

Mr. A. (an elderly man).—What are you doing to-morrow, Mrs. B? Will you and John come with me to "The Dover Road"?

Mrs. B.—Is that the A.D.C. show? We're going already, thanks all the same.

Mr. A.—I'm sorry—still as long as you're going, that's all right (turning to Mrs. C.) What about you? Will you and your husband come? Two of my party have fallen ill.

Mrs. C. (a pretty, selfish person).—We're engaged, thanks all the same. Billy wanted me to go but I prefer Bridge so I fixed up a four.

Mr. A.—Well, there are plenty of other nights for you to go. There's Tuesday, the 9th, Thursday, the 11th, Friday, the 12th, and Saturday, the 13th.

Mrs. C.—I don't want to go—I loved "On Approval" but I'm so keen on bridge now I don't want to go to any shows.

Mr. A.—But this is a very good show too and it serves a double purpose. Half the profits go to the miners.

Mrs. C. (shrugging her shoulders).—I don't think I'm very interested in the miners. It's their own fault they're in this state.

Mr. A. (hotly).—Oh, come—that's rather hard. It's an easy thing to say when one is extremely comfortable. Let's admit they were badly led and that probably thousands of them had to follow suit. But what's the use now of casting that into the teeth of starving men, women and children?

Mrs. D.—Quite right. I think it's simply horrid of you, Phyllis. You must have read of the awful state in which the Prince of Wales found these people. And after all what is a miner's life at its best?

Mr. E. (a young man).—Top marks for you, Mrs. D. I've lived in a mining District. Just before I came out here I was in Staffordshire in my uncle's firm—all round us were mining villages. I defy you to find anything more sordidly ugly—more depressing. I used to see those fellows who'd been working for hours underground come up to the top, pale as ghosts, smeared with coal dust blinking in the light of day, just when I was going off in clean flannels to play cricket or tennis. I used to think to myself we can't pay miners too much. Of course that isn't sound finance, their own action has proved their ruin, but all the same I never felt one should grudge them good wages and even luxuries. Good Lord, I've made a speech. Sorry but I feel strongly on that point.

Mr. A. (approvingly).—So do I. I never sit by a good fire enjoying every flicker of flame without thinking of the poor devil who hacked the coal out of the earth for me. And if he did like to buy a piano and even hankered for one on each side of the fireplace and a diamond ring for his wife—why not? It is so jolly easy to deny other people luxuries.

Mrs. F.—Hear, hear—I've lived in the Black Country too and I know what decent folk they are. We used to see them going off to dig in their allotments and chat with them and see the wonderful things they raised—on the only green and pleasant spot in the villages. Phyllis, you've struck the wrong note there and unless you want us all for enemies—oh! here's your husband. Here Billy, Phyllis has been talking a lot of nonsense about not going to "The Dover Road" and no sympathy for the miners. We hope you're going to put your foot down heavily.

Mr. C.—Of course, we all know Phyllis talks nonsense—but we don't take any notice of it. I'd plenty of miners in my Company in France and jolly good fellows too. We're going on Tuesday, Phyllis.

Mrs. C.—You're a horrid lot of people and you've made me feel a pig. That's what you wanted. Mrs. F.—Guessed right—never mind—you're not so bad as you pretend to be and you'll not lose us going on Tuesday. It's an A.1. show—every time you realise you're enjoying it you'll be glad you gave up bridge for one evening and helped to put boots on a half-frozen child's feet, or food on the table of one of those poverty-stricken houses.

Mr. A.—Just look round. Isn't it all too wonderful—the beauty and the comfort of it?

Mr. E. (holding up a cocktail) and the taste of it! Here's success to "The Dover Road" and may it bring in a bumper sum.

Mr. A.—And so say all of us—Hong Kong is a generous place—I prophesy that "The Dover Road" will be as crowded as Piccadilly in the season, there'll be crowds at every door of the Theatre with standing room only and

NEW COMEDY CO.

SUCCESSSES FROM THE ALDWYCH THEATRE

OPENING ON APRIL 13

On Saturday, April 13, the New Banvard English Comedy Company will commence a short season at the Star Theatre, Kowloon, when they will present what is probably, the strongest repertoire of farces, comedies, and thrillers that has ever been brought to the East. Their opening offering will be "A Cuckoo in the Nest" from the Aldwych Theatre, London. The Company of fourteen West End London artistes were specially rehearsed in London by the Aldwych Theatre producer and stage manager in order that it may be presented as near the Aldwych manner as possible.

Their repertoire also includes the other Aldwych Theatre successes, "Thark" and "Bookery Nook," and Edgar Wallace's greatest thriller "The Ringer," "The Fanatics," "Other Men's Wives," "Divisions," "The Best People," "The White Arms," "The Terror," and "The Joker."

Included in the cast is Kathleen Vaughan, who played Peter Pan throughout England and Scotland, and, besides being one of the most charming ingenues on the English stage, is also known as England's youngest film star, having appeared in the leading roles in "The Prince and The Beggar Maid," "Corinthian Jack," and "Hornet's Nest." She was a film star at the early age of fifteen.

ORIENTAL TITLE

VISITING CARD COMPILED BY SIR R. HART

CURIOSITY AT HOME

In a recent issue to hand the "Harrogate Herald" has the following:

We reproduce in our Picture Page the Chinese visiting card of Mr. Robert Hart Maze, Chinese Maritime Customs Service (retired), of Harrogate. It was compiled by a great administrative genius, the late Sir Robert Hart, of Peking, who gave his nephew—whose mother, the late Mrs. James Maze, was Sir Robert's eldest sister—one of the most felicitous names in the Chinese language: Mei Lepin, the second character of which signifies "Joy," "Pin," the third one, meaning "A guest." And, of course, everyone is delighted to have Happiness for a visitor!

In the year of our monarch's accession, Mr. Hart Maze was sitting on the Eastbourne parade one forenoon listening to the municipal band, when a young Chinese, who had been strolling about, sat down on the chair next to him. A few minutes afterwards, Mr. Hart Maze took his letter case out of his pocket and abstracted one of his Chinese visiting cards, wondering, with furtive amusement, whether the sight of it would arouse the Oriental curiosity of the unacquainted stranger from afar.

When the latter espied the card, he immediately turned round to his owner and exclaimed: "What a lucky name you have got!"

Mr. Hart Maze is a brother of Mr. Frederick William Maze, the newly-appointed Inspector-General of Customs in China.

Another brother, Mr. Henry Marshall Maze, some time Commissioner of Customs at Szemao, in the South Western Province of Yunnan, died in the Spring of 1908 in the French military hospital at Hanoi—of acute malarial fever, contracted in the dreaded Namti Valley when journeying from Szemao to Mengtze.

"I would be willing to work," said one tramp to another "if I could get the sort of job I want."

"What job is that?"

"Well, I wouldn't mind calling on the 'stopping places on an Atlantic liner.'"

A little boy had been reported to his father on a charge of stealing some apples from the stall outside a fruiterer's shop, and the parent was pointing out the evils of theft.

"My boy," he said, "you must have known that it is dishonest to steal. And, in any case, didn't your conscience tell you the man was watching?"

my two spare tickets will be auctioned for a price beyond the dreams of avarice. Now roll up, ladies and gentlemen—what offers?

HOTEL FIRE

CONCLUSION OF EVIDENCE AT INQUEST

DRAMATIC OUTBURST

Yesterday afternoon Mr. E. W. Hamilton and the Coroner's jury concluded the hearing of evidence in the King Edward Hotel fire inquiry, and after his Worship had addressed the jury on their duties in connection with the inquiry, an adjournment was given until 12.15 p.m. on Wednesday next when the jury will return their verdict on the death of Mr. William Woods and add any rider which they may think fit in regard to the other aspects of the fire.

After a ten minutes' adjournment on the completion of evidence yesterday, the Court resumed for his Worship's address to the jury. Then the Hon. Mr. T. H. King, Captain Superintendent of Police electrified the Court by reporting a sensational outburst on the part of a would-be witness, Mr. E. J. Wentz, an American resident of the King Edward Hotel at the time of the fire.

Mr. King explained that during the interval Mr. Wentz, who was present in Court, remarked to him: "It is an outrage—this deliberate attempt to stifle evidence and to whitewash the Police and Fire Brigade."

Eventually Mr. Wentz was allowed to give evidence which is recorded in another part of this report.

New Fire Regulations

At the outset Mr. King was questioned with regard to his statement at a previous hearing with regard to new fire regulations having been suggested and prepared by the Superintendent of the Fire Brigade. In reply to the Coroner he said that he was unable to produce the regulations in Court. He explained that they were prepared by Mr. Brooks and were at present with the Government. They were as yet only in their drafted form, and no copies were available. The draft covered public garages and places of entertainment, Mr. King explained, and would not cover public buildings in the sense in which they had been used throughout the inquiry. They did not cover hotels or the type of building which was the subject of the inquiry.

Evidence of Analyst

The first witness called was Mr. V. C. Branson, Assistant Government Analyst. He deposed to having received from Inspector Lane a mixture of cotton, such as would be used for a Chinese quilt, in which there was a large quantity of naphthalene balls—more than would be normally necessary to keep away moths from such material. He was also handed some burnt remains of what looked like a wicker basket or chair. He did not think that cotton by itself, or with naphthalene balls contained in it, could spontaneously break into fire. He had experimented and found that a cigarette end merely, would set fire to the stuff.

Witness said that some authorities held that it was possible for cotton to smoulder, unnoticed, for days and weeks, and then to burst into flames upon the action of a sudden draught. He did not think that there was great chance of spontaneous combustion with the presence of the naphthalene balls amongst the cotton mixture. He would say the fire started on the outside, and burnt inwards and toward the top. Provided they had sufficient air, the naphthalene balls would also be highly inflammable.

By the jury: Witness would be able to detect the presence of kerosene or gasoline if it had been there.

Naked Flame Necessary

Proceeding, Mr. Branson said he had also been handed the charred remains of wicker-work which he agreed could be the baskets mentioned earlier as having been found alight under the staircase. Such material in his opinion could only be ignited with a naked flame like that of a match, but could not be ignited with the application of the lighted end of a cigarette.

He had also examined certain pieces of teak wood, treated on one surface with some polishing material, which, he was informed, had come from an hotel and from another building.

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By the Coroner: Experiments had convinced him that such polishing material could not permeate the wood to a greater depth than 1/50th part of an inch. But once it became dry, it would form a coat over the surface of the wood and prevent it from becoming moist again.

The Coroner: You have really formed no theories at all as regards the cause of the fire?

Witness replied in the negative.

Burnt Luggage

Inspector L. P. Lane was the next witness. He said that he visited the ruins of the King Edward on March 14 and examined debris which was being removed from the stairs. The top of the debris was removed to expose the charred remains of wood which had fallen down. Underneath were the burnt remains of what evidently had been luggage, also a heap of burnt cotton-wool with fragments of burnt rattan adhering to it, which looked like the remains of rattan baskets or trunks. In the middle there was some naphthalene or camphor balls.

On the 28th, he took some wood from the foot of the stairs and gave it to the Assistant Government Analyst.

The Hon. Mr. King, in reply to the Coroner, said that brought the evidence of the enquiry to a close, unless his Worship wished to hear Mr. Wentz, another resident of the Hotel, whose testimony could not be previously taken on account of his absence from the Colony on a business visit to Shanghai.

The Coroner did not call for Mr. Wentz, being assured that there was nothing in Mr. Wentz's statement, which Mr. King had with him, that could give any further detail useful to the Coroner or the jury.

The jury also did not express a desire to have Mr. Wentz's evidence.

The Court then adjourned for ten minutes.

Alleged "Death Trap"

When the Court resumed Mr. King made his sensational statement concerning Mr. Wentz.

Mr. Wentz rose from his seat in Court as if he wished to make an explanation. But remarking to the effect that he would "not be corrected," Mr. King attributed this further statement to Mr. Wentz: "The hotel was a death trap."

Proceeding, Mr. King said that since Mr. Wentz said that, he was sorry that Mr. Wentz had not been called as a witness, and he had therefore gone into his Worship's chambers and acquainted him with the facts. He (Mr. King) had thought, with Mr. Wentz's written statement taken at the time of the fire before him, as an indication of what Mr. Wentz would say, that Mr. Wentz's evidence would not throw any further material light on the matter than was already before his Worship. He (Mr. King) would be the last to obstruct any witness at all, in coming forward to give any evidence whatever. From Mr. Wentz's remarks, it was to be gathered that he wished to give evidence.

The Coroner remarked that it was also his impression that Mr. Wentz would not have anything in his evidence that would throw any further useful light on what they had already heard from other witnesses. If Mr. Wentz now desired to give his testimony, the Court would only be too glad to hear him.

Mr. King: Mr. Wentz actually gave the Police every information in his possession. He was going to be called as a witness, but as your Worship will remember, business required him to go to Shanghai.

Witness Questioned

Mr. Wentz was then called. He said: I made a detailed report of that fire. I want to bring forward to-day—

His Worship, interrupting, said Mr. Wentz was to confine himself to answering the questions put to him.

Asked to give his experience during the night of the fire, witness said he was aroused, shortly after three o'clock, by a noise from the hall. He was then sleeping in room No. 309, which was on the third floor. On realising that a fire had broken out in the building, he thought of making for the fire escape, the existence of which, at the far end of the building, he knew, but found his way barred by flames which had broken out in the corridor.

"I went out of my room to the verandah, in Ice House-street. I expected the Fire Brigade to come, and saw quite a large number of people collected in the street. Taking some clothes out of my room I again went out on the verandah to get dressed."

Witness said after waiting two or three minutes, he climbed over the balustrade of the verandah and climbed over into the Savoy Hotel after negotiating three pillars. He made his way into the street and helped to hold a jumping sheet. A body fell down

from an upper storey and missed the sheet by five or six feet. Witness then went away because he was unnerved.

Only One Fire Escape

After he had been told by the Coroner that he could now make any additional statement he liked, Mr. Wentz said: "I feel it as criminal negligence that an hotel of any size, to say nothing of the size of the King Edward, should have only one fire escape, and that fire escape placed in the remotest part of the building. My room was less than 20 feet from the part leading to the fire escape, so how could people like the Robsons, who lived in a room further away, have a chance of escape, except by using the one wooden staircase, which was out of the question. I feel that the equipment of the Fire Brigade is terrible."

The Coroner: How so?

Witness: In the first instance, they should have searchlights for those people who, jumping down from upstairs, could thus see the ground. Also substantial ladders that could reach higher than the third storey in the case of a six or seven storeyed building.

The Ladders in America

The Coroner: You are familiar with the Fire Brigade?

Mr. Wentz: Yes, in America.

Mr. Wentz mentioned that the ladders they had "over there" could reach to a height of 90 feet; these water towers, which were so constructed that their width gradually tapered towards the top, extended to the 8th or 9th storeys, and were provided with life-saving arrangements. He had himself gone up to the top of these ladders at the Fire Headquarters at New York.

The Coroner: Have you any experience with machinery?

(Continued on Page 8.)

NEW ADVERTISEMENTS

LOST.

LOST.—In Kowloon, small rough hair Terrier, white with black markings. Finder please return to 3, Chatham Road. Reward.

FANLING HUNT

DRAFT PROGRAMMES and ENTRY FORMS for the Spring Meeting, to be held on SUNDAY, 21st APRIL, 1929, may be obtained from Messrs. THOMSON & CO., York Building. Entries close at 12 o'clock noon on WEDNESDAY, 10th April, 1929. Hong Kong, April 4, 1929.

CLUB LUSITANO

CIRCULAR

A COMISSAO Directora do Club Lusitano tem a honra de convidar os Excmos. Srs. Socos e suas Exmas. Famílias e os demais Membros da Comunidade Portuguesa para se reunirem na sala "Luz de Camões" do Club Lusitano no Sábado, 6 de corrente as 4½ horas da tarde, a fim de assistirem a Recepcão em honra de sua Excia. O Governador de Macau Senhor Arthur Tamagani de Sousa Barbosa e sua Exma. Família. Haverá em seguida Cha a dança. A fim de que esta festa seja revestida de maior brilho possível a Direcção pede a comparecência de todos os Srs. Socos e suas Exmas. Famílias e os demais Membros da Comunidade Portuguesa.

M. A. SIMOES, Secretario.

Hong Kong, 3 de Abril de 1929.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction

ON SATURDAY, April 6, 1929, commencing at 11 a.m., at their Sales Room, Duddell Street.

3 Stoves
5 Heaters
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1 Bale Hair Belting
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and A Quantity of MISCELLANEOUS GOODS and FURNITURE.

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3 Complete Sets of Hollow Wire Lamps, 14 Lamps each set.
3 Hot Air Fans.
4 German Table Lamps.
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Comprising:—Teak Hatstand, Desks, Bookcases, Glass Cabinet, Chesterfield Couch and Armchairs, Gramophones and Records, Carpets, Rugs, Tricycles, Perambulators, Oil Paintings, Pictures, Electric Fans, Standard and Table Lamps, Porcelain and Brass Ware, etc.

Teak Dining Tables, Dining Chairs, Sideboards with Bevelled Mirrors, Dinner Wagon, Dinner Crockery, Glass Ware, White Frost Refrigerators, Filters, Aluminium Cooking Utensils, Teak Ice Chests, etc.

Teak, Iron and Brass Bedsteads with Mattresses, Single and Double Wardrobes with Bevelled Mirrors, Marble Top Washstands, Toilet Crockery, Chests of Drawers, Dressing Tables with Bevelled Mirrors, Enamel Baths, Chamber Stands, etc.

also One "Austin" 20 H.P. 5-Seater Motor Car, Recently and Completely Overhauled, Repainted and Re-plated and 6 New Tyres Fitted and

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THE Undersigned have received instructions from Dr. G. M. Hareton to sell by Public Auction, ON

WEDNESDAY, April 10, 1929, commencing at 2.30 p.m., at his Residence, No. 55, The Peak. The Whole of his Valuable Household Furniture

Comprising:—Chesterfield Sofas and Armchairs, Carved Cherry Wood Armchairs and Cardtables, Japanese Cabinet, Brass Ware, Porcelain, Pictures, Writing Tables, Bookcases, Carpets, etc.

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HOTEL FIRE

(Continued from Page 7.)

Mr. Wentz laughed, stating that he was an imports and exports man. He thought that it would not take much time to get one of these towers alongside a burning building—he had seen the firemen take less than two minutes to bring their own equipment alongside the King Edward.

The Coroner said that much of Mr. Wentz's subsequent remarks could not be included as evidence, but the jury would doubtless take full note of what he had said.

Locked-Grille

Mr. Wentz further referred to the locked grille at the bottom of the fire escape, which was the evidence of his own eyes.

Finally, Mr. Wentz explained that he had nothing to say against the personnel of the Fire Brigade. It was with their equipment that he found fault, for he had always maintained that however good a mechanic might be, he could not do much without proper tools.

Mr. King, replying to the Coroner, said he did not wish to put any question with regard to the statements just made by witness. He gathered, however, that Mr. Wentz complained of the delay in the arrival of the Fire Brigade.

Must Have Proper Tools

Mr. Wentz: No, I did not. I was very much impressed with the working of the Fire Brigade. I only say, and repeat myself, that a man, however good a mechanic he is, cannot do much without the proper tools.

Mr. King: I am glad I am wrong. I understood that you complained that you were in the street before the Fire Brigade arrived.

Mr. Wentz: I was in Ice House-street when the Brigade was in Des Voeux-road. I want to say, that Chief Brooks, as I understand him to be that, helped me to recover my papers from my room before the flames drove me out entirely.

The Coroner: The jury desire me to say that they are glad that you have come forward to give your evidence. I don't think you really believe for a moment that they wished to suppress any evidence. If so, I can assure you that it was entirely incorrect. I am very much obliged to you for coming into Court.

The incident then closed.

Coroner's Address

After another short adjournment, the Coroner addressed the reassembled jury as follows:

"I do not propose to delay you with any detailed reference to the evidence tendered at this enquiry, as you have had in your possession from the beginning copies of the evidence handed to you daily, after each hearing."

(Continued at foot of Col. 5.)

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Probably the very best cure for such a condition is a long sea voyage. But few can afford either the time or the money for this. A method of treatment within the means of everybody, and which tens of thousands of sufferers throughout the

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Easter Week has been eventful in Hong Kong and China. The holidays began with war clouds hanging over Canton, bringing in their train the portent of trade dislocation. Other counsels prevailed and Canton now stands devoutly for peace.

Conditions in the Yangtze Valley, Central China, are not so encouraging. But the worst that can be said is that developments are panning out much as expected, so that the civil war ought to finish early; and China will be able to proceed with setting her house in order; and merchants, both Chinese and foreign, will be able to continue their business without further hindrance.

Disturbing news has come through from Fukien about interference with an establishment of the London Mission Society.

Other than that, and the unrest in Shantung promontory, there is not much else to cause alarm. It is the duty of Hong Kong, therefore, to tell the world and Britain in particular what the position is—so that there need be no further hesitation. A good sound way of describing the latest occurrences is to send the "Overland China Mail" with its news, articles, comment and pictures—pictures of local people and scenes. It is the only illustrated weekly budget of news published in Hong Kong; and it contains all the "local" and "China" news of the week.

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"THE OVERLAND CHINA MAIL."

Sport Columns

BOXING

NEW CONDITIONS OF BRITISH CHAMPIONSHIPS

CONTROL BOARD'S RULING

London, Yesterday. According to a rule passed by the newly formed British Boxing Board of Control all British subjects are eligible for British championships provided they are born of white parents and have been resident for two years in the British Isles, of which twelve months must be continuous, and an aggregate of two years must be completed in three years.—Reuter.

Sandwina Disqualified

London, Yesterday. The British Boxing Board of Control has suspended for four months the heavyweight fighter, Ted Sandwina, who is German-born but American-trained, and ordered him to forfeit the purse obtained from the contest with Charlie Smith in the Albert Hall, London, on March 21 when Sandwina was disqualified for low hitting.

The purse will be given to the Boxers' Benevolent Fund. "This suspension will be recognised by the New York State Commission. Sandwina was disqualified on January 30 for fouling Phil Scott.—Reuter.

Walker Fails to Dethrone Loughran

Chicago, March 28. Tommy Loughran kept his light heavyweight title by an easy decision over Mickey Walker here to-night.

Though Tommy had things all his own way, the fight was a fast one in which Walker was the aggressor. Loughran outboxed the middleweight champion, however. Loughran took five rounds, Walker took three and two were even.

There were 20,000 spectators. While Walker was taking the aggressive consistently, Loughran outboxed him and his clever left kept Mickey away.

Loughran took the first three rounds, landing damaging wallops to the head. In the fourth Walker outboxed Loughran, causing the latter's mouth to bleed.

Walker took the fourth and fifth. In the sixth Loughran landed heavily upon the body and made this round his.

In the seventh round Walker started blood from Loughran's mouth and eye. It was Walker's round.

The eighth was even, with Loughran landing damaging blows to the head and body while Walker was making efforts for a knockout.

The ninth and tenth were Loughran's rounds. Loughran was simply too clever for Walker. That fact sums up the result, in the opinion of most of the fight fans and correspondents.

Tuffy Griffiths took a decision over Leo Lomski in 10 fast and furious rounds. It was a close fight. Griffiths accordingly will meet Loughran.—United Press.

Bud Taylor and Tony Canzoneri. New York City, March 28. Bud Taylor and Tony Canzoneri signed to-day for a fight on April 26.

Al Singer and Young Fernandez have signed for a battle on May 3.—"United Press."

HOCKEY

CLUB TEAM AGAINST KOWLOON

The following have been chosen to represent the Hong Kong Hockey Club "A" team against the K.B.S.F.A. on the King's Park ground to-morrow:—Sapsed, Rowell, Rankin, Ashby, Duncan, N. Evans, Price, Botelho, Nowers, Laffender, and Ross.

Bully-off: 5:15 p.m.

GOLF

AMATEUR CHAMPIONSHIP AT HOME

MAY BE POSTPONED

London, Yesterday. The Committee of the Royal St. George's Club at Sandwich, where the amateur golf championship will be played, may be asked by the authorities at St. Andrew's to postpone the fixture on account of the General Election.—Reuter.

Bobby Jones

New York, Yesterday. Bobby Jones has arrived from his Atlanta home in his capacity of barrister. Interviewed he said that he was unable to compete in the British open and amateur championships. George von Elm is expected to leave for England with the American Ryder Cup team on April 10.—Reuter's American Service.

FANLING HUNT

SPRING STEEPLECHASE MEETING

The following is the programme for the Fanling Hunt Spring meeting on Sunday, April 21:—

3 p.m.—Avoidupolis Stakes. Once round. Inside Course. Winner \$100, 2nd \$50. For China ponies that have not won a steeplechase this season. Catch-weight at 170 lb. Entry \$5.

April Handicap. About 1 1/4 Miles on National Course. Winner \$100, 2nd \$50. For China ponies. Weight for inches as per scale. Winners at Kwanti this season of two races 8 lb. penalty, of three or more races 14 lbs. penalty. Non-winners allowed 5 lbs. Entry \$5.

Summer Plate. About 1 1/4 Miles on National Course. Winner \$100, 2nd \$50. For China ponies that have started at Kwanti this season. Weight for inches as per scale. Winners at Kwanti this season of two races 8 lb. penalty, of three or more races 14 lbs. penalty. Non-winners allowed 5 lbs. Entry \$5.

The Fanling Champion Steeplechase. About 2 Miles on National Course. A Challenge Cup to be held one year and a replica presented to the winner, 2nd \$50. For China ponies. Weight for inches as per scale. Entry \$5.

Summer Consolation Stakes. About 1 Mile on Inside Course. Winner \$100, 2nd \$50. For China ponies that have never won a steeplechase. Weight for inches as per scale. Ponies that have started at Kwanti allowed 5 lbs. Ponies that have started at Kwanti and have not been placed this season allowed 10 lb. Entry \$5.

N.B.—Ponies must be entered in at least two events.

Entry forms have to be returned to Messrs. Thomson & Co., York Building, before noon, on Wednesday next.

LAWN TENNIS

RESULTS OF TIES ON H.K.C.C. TOURNAMENT

Yesterday's ties in the H.K.C.C. tennis tournament resulted: Open Singles Championship.—H. D. Rumjahn beat M. K. Lo 6-4, 6-4, 4-6, 8-6.

Handicap Single "B" (Final).—E. R. Price (rec. 4/6) beat T. J. Price (owe 2/6) 6-7, 6-1, 6-1.

Mixed Doubles.—S. E. Green and Miss Heard received a walk over from L. Forster and Mrs. Stark; D. Smith and Mrs. Smith (owe 4/6) beat W. Woodward and Mrs. Woodward (rec. 4/6), 9-7, 6-3; H. V. Parker and Miss D. Stanion (owe 2/6) beat A. Piercy and Mrs. Piercy (rec. 4/6), 6-3, 5-7, 6-1.

To-day's Matches

Open Singles Championship: S. A. Rumjahn v. J. S. McEachran; M. W. Lo v. L. Goldman.

Handicap Singles "A":—H. J. Armstrong (owe 1/6) v. J. G. Lawrie (owe 3/6); J. Barrow (rec. 3/6) v. L. Forster (owe 15).

Handicap Doubles.—C. N. de Man and C. Stigter (rec. 4/6) v. O. E. C. Marton and H. Owen Hughes (owe 15/1)

FOOTBALL

FIRST AND SECOND DIVISION GAMES

K.O.S.B. DOUBLE

Football League matches played yesterday afternoon resulted:—

Division I.
K.O.S.B. Division II. 0
K.O.S.B. 4 Kowloon 0
China Ath. R. 4 Eastern F.C. 0
S. China "B" 2 R.A. 2
R.A.F. 1 Somerset 1

K.O.S.B. v. Police

This match was played at Soekumpoo and attracted an enthusiastic crowd. It was a very close affair from beginning to end and the K.O.S.B. won by the only goal scored, thanks to their forwards making the most of their opportunities.

It was a ding-dong struggle for a long time. Clarke was tried by Stock, but cleared well. At the other end McDougall had little difficulty in saving from a Police attack.

Toward the end of the first half, the K.O.S.B. got going and McGlinchey netted, but had the misfortune to be ruled off-side. They kept up the pressure, however, and one of the Police defenders handled close in. A free kick resulted and from this Stock headed into the net for a fine goal.

The K.O.S.B., again went all out after the resumption, and Clarke had plenty of work to do, but, in spite of several corners, he allowed nothing to go past him.

The Police had a fine chance of equalising when Oram and Pile got going from a clear by Wynne, but McDougall cleared well.

At the final whistle the K.O.S.B. were winners by one goal to nil.

K.O.S.B. v. Kowloon

The K.O.S.B. second string visited Kowloon Reserves and won, a rather one-sided game by four goals to nil. Cook scored twice for the K.O.S.B., in the first half without reply. On the resumption, Kowloon improved for a time but could not score. Crawley added two goals for the soldiers in this half.

Athletic v. Eastern

This match, played at Happy Valley, was won by the Athletic by four goals to nil. The Eastern played a strong game, but failed badly in front of goal. The Athletic's goal-getters were Mak Kwok-tung (two in the first half) and Lo Wai-man (two in the second half).

R.A. v. South China "B"

The South China "B" team were held to a draw by the R.A. Reserves in their match at Caroline Hill, the scores being two goals each. The first half was a blank. South China drew first blood on the resumption, and soon afterward were two up when Camp put through his own goal during an exciting melee.

The R.A., played up well after this, and dominating the play right to the finish, they managed to snatch the game from the fire. Their goals were scored by Allan and Taylor.

R.A.F. v. Somerset

These two teams met at King's Park and shared the points, each scoring one goal. The Somerset were the better team and were unlucky to have to drop a point. The Airman took the lead through Bond from a free kick, but soon afterward the Somerset were on

even terms, Palmer turning the trick. The second half was keenly contested, with the Somerset having the better of the exchanges, but they were just unlucky and could not score.

LEAGUE TABLES

First Division						Goals.
	P.	W.	D.	L.	F.	A.
S. China	13	12	2	4	35	21
Somersets	17	10	4	3	44	16
K.O.S.B.	18	10	8	5	44	22
Athletic	17	9	5	3	37	24
Police	18	10	3	5	26	19
Royal Navy	13	9	1	8	30	26
Kowloon	18	5	6	7	15	27
R.F.C.C.	17	3	5	9	24	42
Recreio	17	5	3	9	41	41
R.A.	15	6	0	9	21	63
Small Units	15	0	0	17	18	63
Second Division						Goals.
	P.	W.	D.	L.	F.	A.
Royal Navy	22	20	1	1	88	19
R.O.S.B.	20	17	1	2	86	18
Somersets	22	19	1	2	85	14
Athletic	19	12	1	6	64	23
R.A.F.	21	9	4	8	46	40
S. China "B"	22	9	3	10	39	47
R.A.	19	6	10	32	54	15
S. China "A"	19	3	8	23	39	14
St. John's	20	1	1	18	23	44
Recreio	20	5	2	13	22	59
Small Units	20	4	12	24	61	12
Eastern	21	3	10	24	43	11
Kowloon	18	3	5	13	21	75

Second Division

Hong Kong Football Referees Association will be held at the Chaplain's Hut, Scandal Point, on Friday, April 12 at 6 p.m. prompt. All interested are cordially invited.

Referees' Meeting

The monthly meeting of the Hong Kong Football Referees' Association will be held at the Chaplain's Hut, Scandal Point, on Friday, April 12 at 6 p.m. prompt. All interested are cordially invited.

RUGBY FOOTBALL

ARMY OVERWHELMED BY THE NAVY

Showing marked superiority, the Navy XV. defeated the Army in the second match of the triangular rugby tournament yesterday afternoon on the Club ground, by the large margin of 20 points to 5.

In contrast to the Naval men, the Army forwards could never get going and seldom looked dangerous. With spectacular team work the Senior Service crossed their opponents' lines no fewer than six times; four of their efforts, however, were unconverted. A penalty goal was scored, and a try was converted.

Lieut. Maxwell (K.O.S.B.) scored the only try for the Army in the second half, which was converted. The final scores were Navy 20 points (4 tries, 1 goal, 1 penalty goal); Army 5 points (1 goal).

According to form displayed, the Navy will give the Club (who has also defeated the Army) a tough tussle for the deciding match.

BASEBALL

New York, March 16.

On April 16 both the American and National Leagues will open their 1929 baseball season, according to the schedules of games on both leagues.

The schedules have the following ball teams to perform in the opening games:

American League:
Chicago at St. Louis.
Detroit at Cleveland.
Philadelphia at Washington.
Boston at New York.

National League:
Brooklyn at Boston.
New York at Philadelphia.
Pittsburgh at Chicago.
St. Louis at Cincinnati.

The season will close on October 16, according to the official schedules.—"United Press."



A photograph of the Banvard English Comedy Company opening at the Star Theatre on April 13.

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THE BLIND TEST.

P. D.



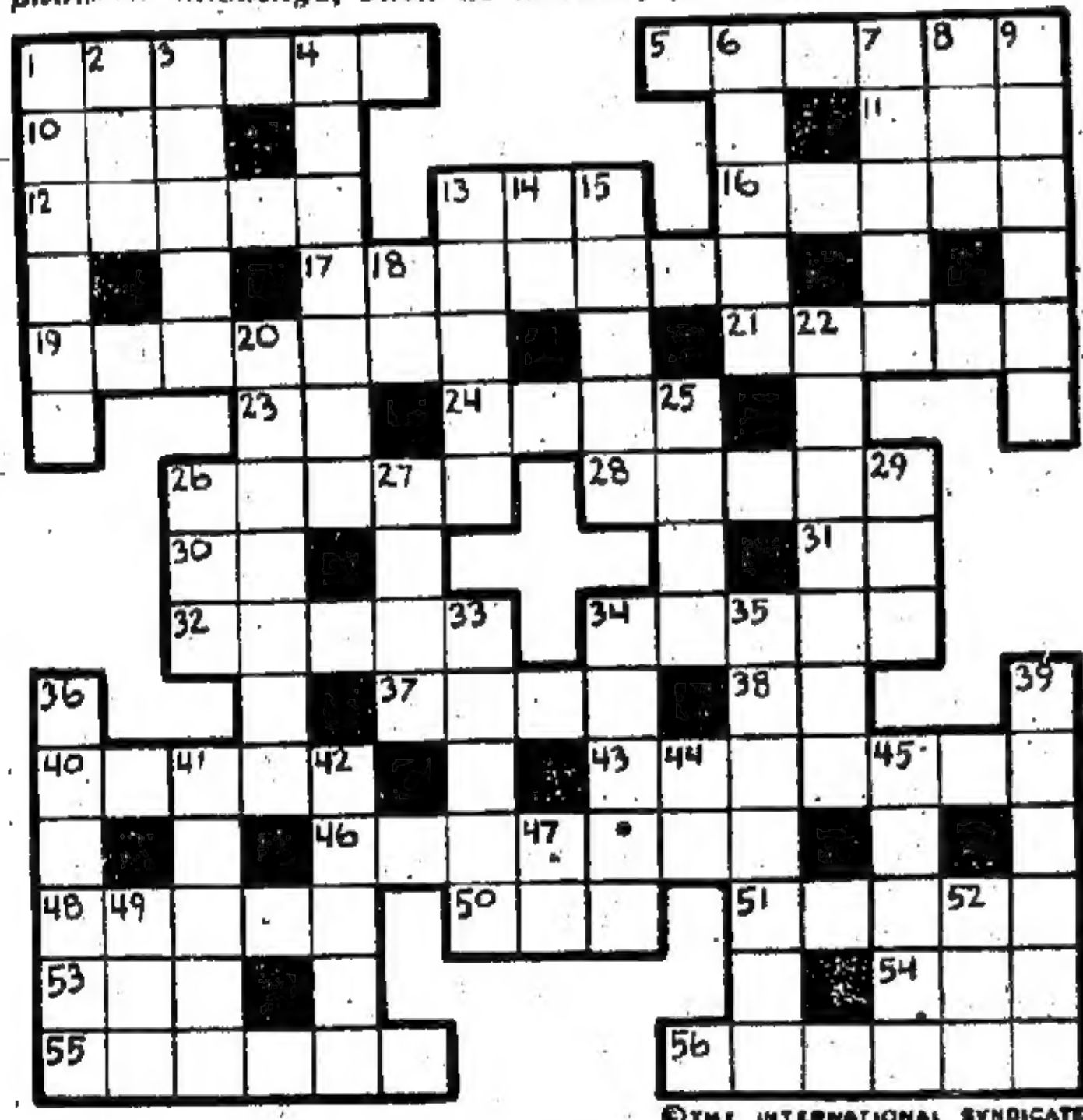
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL
1-Capital of New York State
5-To disagree
10-Compensation
11-Exist
12-A tapestry
13-To ban
15-Having ears
17-Spanish female saint and writer
18-C
21-Range
23-Three-toed sloth
24-Level
25-To let
28-A river of France
30-Prefix. Same as "in"
31-Compass point (abbr.)
32-A dependency of China
34-Old spelling of "viper"
35-A river of Egypt

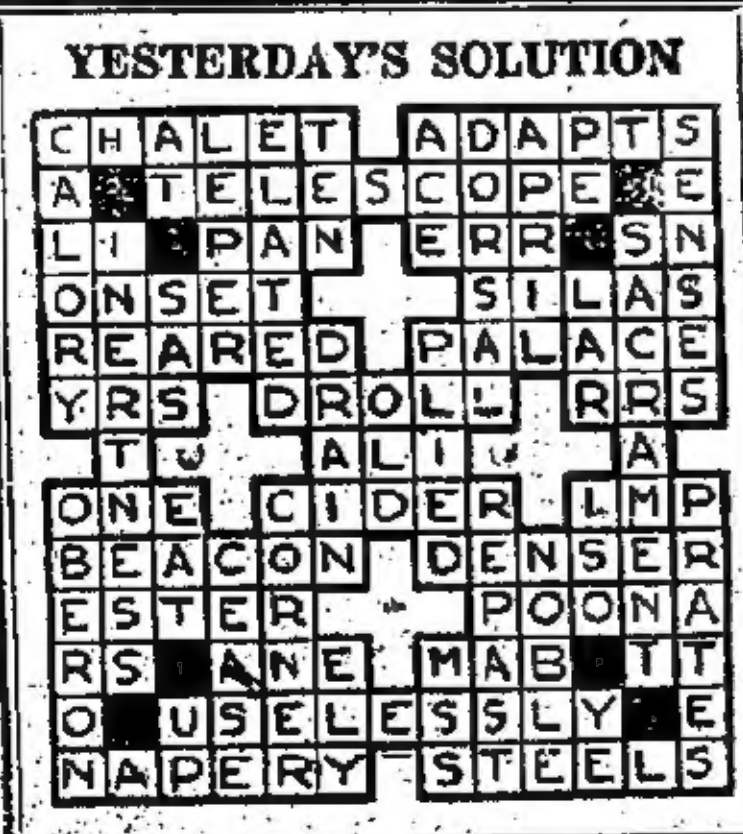
HORIZONTAL (Cont.)
38-A New England State (abbr.)
40-To be in harmony
43-A pygmy deer
45-To take rice
48-A northern duck
50-Waterfall (Scott.)
51-Lariat
53-Hall (Latin)
54-Borrowful
55-A fabled creature—half man, half fish
56-To rotate

VERTICAL
1-An American Indian
2-Roman household god
3-An English poet
4-Part of the nose
6-Motion
7-City in Dakota
8-Sooner than
9-To ransom
12-To dill, as dew, upon
14-Country of Asia (abbr.)
15-To frolic
16-Prisoner
20-One who trifles away time
22-A freebooter
23-A knot
24-A river island
27-A prophetic sign
28-Ever (poet.)
33-Containing to the side
34-Type of automobile
35-An American general and Arctic explorer
36-A cry
38-Tock long steps
41-Arrangement
42-The true skin
44-And (Latin)
45-The capital of Tibet
47-The symbol for nickel
48-I have (contn.)
52-Frased

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)



Marion Copp is a rising young contralto who assisted in the Sea Music Festival held in Vancouver from January 23 to 26. The festival programme was interpreted by many distinguished singers, instrumentalists and choirs, and was the musical event of a decade.



YESTERDAY'S SOLUTION

FELAND FOR WASHINGTON
Washington, March 25. General Logan Feland of the Second Brigade of Marines in Nicaragua was to-day ordered to report to headquarters at Washington for assignment to new duty. The nature of the assignment was not revealed.
General Dion Williams, in charge of the base at San Diego, replaces General Feland in Nicaragua. (United Press.)

TO-DAY'S RADIO

"THE SINCERE COMPANY"

TO BE RELAYED

The following programme will be broadcast to-day from the Government Broadcasting Station Z.B.W. on 350 metres.

1.48 p.m.—Weather Report.
5.30-6.30 p.m.—Programme of Chinese Music. (Beka Records supplied through the courtesy of Messrs. The Canton Trading Association Ltd.)

7.48 p.m.—Evening Weather Report.

8 p.m.—Programme of Chinese Music relayed from the Roof Garden of Messrs. The Sincere Co., Ltd.)

10.30 p.m.—Close Down.

GREAT FIRES

250 HOUSES DESTROYED IN RIZAL

A fire of gigantic proportions which swept away the entire barrio of Calumpang in Marikina, Rizal, last Sunday afternoon, devoured 250 houses, causing damages estimated at P100,000. Approximately 1,000 people were rendered homeless.

The conflagration, which started at about three o'clock, had its origin in the bedroom of a house owned by Vicente Adriano. Owing to lack of water and fire-fighters equipment and a strong breeze which was blowing at the time, the fire spread rapidly.

There was only one known casualty. Private Exequiel Ballena, of the 50th Company of the Constabulary, who together with some 60 soldiers headed by Lieutenant Baylon, was trying to put out the fire, was struck by a piece of flying iron roof and was severely wounded in the head. It is feared that several other people were injured. At least one woman and her newly born child, the family of Vicente Adriano, from whose house the fire originated, were missing on Sunday and could not be located, reports the "Philippines Herald."

BLAZE IN ANGELES

Half a million pesos worth of property was destroyed in Angeles, Pampanga, in a fire that broke out on the night of March 29. The fire was of accidental origin, it is stated. It spread from a small nipa house to the commercial centre of the town destroying most of the commercial houses and causing the death of one person.

The fire was put out with the help of a fire brigade from Fort Stotsenburg, and by Constabulary reserves who rushed to the scene of action from San Fernando, Pampanga.

PROHIBITION RULES

Buffalo, N. Y., March 27.

Discussing the new law on liquor violations, Senator Jones said to-day that one of the chief reasons for making prohibition violation a felony was to provide for deportation of aliens who engage in the liquor business commercially. (United Press.)

WOMEN'S HOSTEL

RESULT OF RECENT CONCERT & DANCE

A concert and dance were held in the University Great Hall on March 16 in aid of the Building Fund of the Women's Hostel. The function was promoted by Miss Griffin and the women undergraduates also gave their support wholeheartedly, with the result that the fete was a great success. Following is the statement of accounts:

Receipts
Donations:
Lady Ho Tong \$ 100.—
Mrs. Todd \$ 50.—
Miss Sawyer \$ 5.—
Anonymous \$ 200.— \$ 355.

Sales:
Auction of two Pictures bought by Mr. Chan Lim Pak \$ 110
Sweet Stalls (Bricks of Bonbons etc.) \$ 180.80
Mineral Waters \$ 10.70
Tickets \$ 1512 \$ 1,813.50

Expenditure
Refreshments, stock of sweets, etc., \$ 293.80

Net Profit \$ 1,874.70

plete surprise to almost everyone concerned. Much interest was stirred in the United States and Senator William E. Borah and other liberals opposed the move. (United Press.)



Two "gentlemen drivers" entered for the Eastern International Dog Sled Derby scheduled for February 21, 22, and 23. There was very little if any of commercialism connected with the event heretofore, but the entry of the gentlemen drivers who race their own dogs for the love of the sport gave the event a much wider appeal. Famous dog mushers from the north with malamutes and huskies vied for honours with men whose dogs are bred for show points. The race went to those with the greatest stamina. Run over a forty-mile course for each of three days, the Derby was an endurance test for man and beast. And no whips were used. Arthur Beauvais is seen above with one of the husky types. The other picture shows practically all that a musher sees during the race.

Indian Song Dances



DR. HEALEY WILLAN.

The oldest music hitherto recorded on the American continent was unearthed and reconstructed for production at the Sea Music Festival at Vancouver.

These are three song-dances ascribed to the Indian Chief Mambertou by Marc Lescarbot, the young lawyer from Paris who in the year 1609 published an entertaining account of the life of the French garrison at Port Royal in Nova Scotia. Lescarbot, like all educated men of his day, was something of a musician, and wrote down in solfa notation the melody of songs he heard this Indian chief sing, but no modern historian appears to have realised the importance of this notation. However, in

reconstructing an English version of "L'Ordre de Bon-Temps," written in French by Louvigny de Montigny, J. Murray Gibson of the C.P.R., was struck by the possibilities of this music, and suggested to Dr. Healey Willan, of the Toronto Conservatory of Music, that he should arrange it for modern production. To an Indian, the melody is only half the music, and the problem was to discover the original rhythm. Fortunately after considerable study, Dr. Willan was able to find in the traditional tribal music of the Melicite Indians, who are descendants of the Souriquois of Lescarbot's time three traditional dance rhythms which exactly fit the melodic line of the notes recorded

by the French historian of three hundred years ago. In this manner three delightful song-dances were reconstructed and were incorporated in the ballad opera "The Order of Good Cheer," which was produced on January 25 at Vancouver. Hitherto the oldest song identified with Canada has been the hymn "Jesus Anthonia," which Father Brebeuf translated into the Huron dialect about the year 1642 for the Indian converts at Quebec. The song-dances of Chief Mambertou are, however, native to Canada and were noted by Lescarbot in the year 1606. The probability is that they were old even at that time, as folk tunes are handed down by Indian musicians from generation to generation.

AN INNOVATION

COLONY'S FIRST CABARET ANNOUNCED

BANVARDS TO ENTERTAIN

As an innovation, the Hong Kong Hotel Roof Garden will be turned into a real cabaret on Monday, during the dinner dance. This is a departure from the quiet life of the Colony, but unfortunately the cabaret is to last only one night. The management is sparing no expense to make it a success, and the entertainment will be given by the Banvard Musical Comedy Company.

The programme will be similar to that recently given at the Majestic Hotel, Shanghai. The Shanghai Press described it as a colossal success, and that it was in every way equal to that at all the big London cabaret clubs.

MAIL PRIVILEGES

RETURNED TO "NORTH CHINA STAR"

Washington, March 21. Announcement was made to-day by the Chinese Legation that mailing privileges have been restored to the "North China Star" of Tientsin.

Privileges were taken away some time ago, by action of the Kuomintang press committee, allegedly because the "Star" had printed a story forecasting early disaster for the Nationalist Government. Dr. Charles James Fox, editor of the "Star," declined to apologize or retract. He has for years been known as a friend of the Nationalist and trouble of this sort involving his paper came as a complete surprise to almost everyone concerned. Much interest was stirred in the United States and Senator William E. Borah and other liberals opposed the move. (United Press.)

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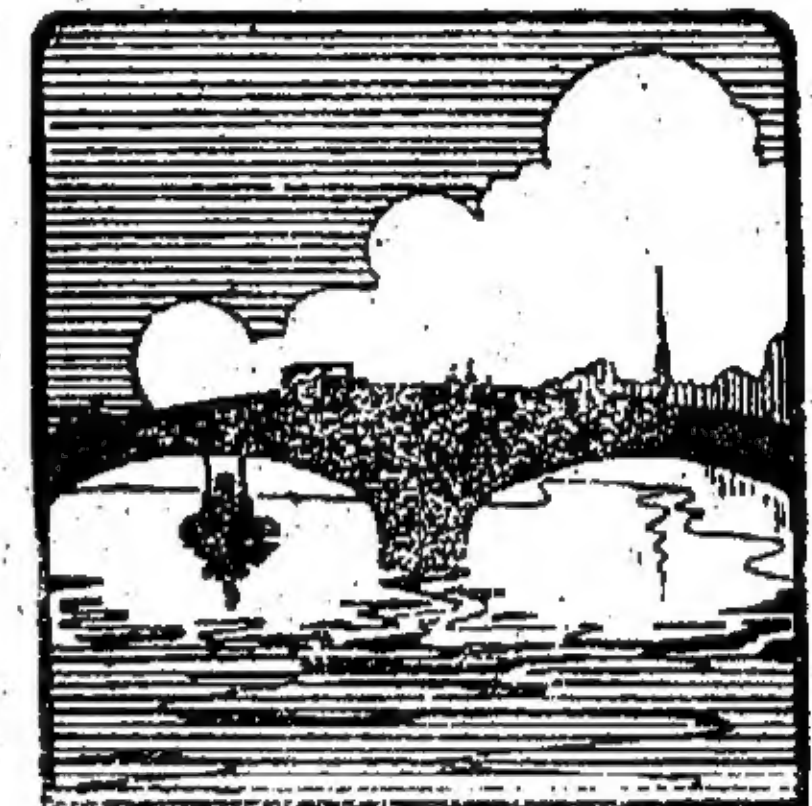
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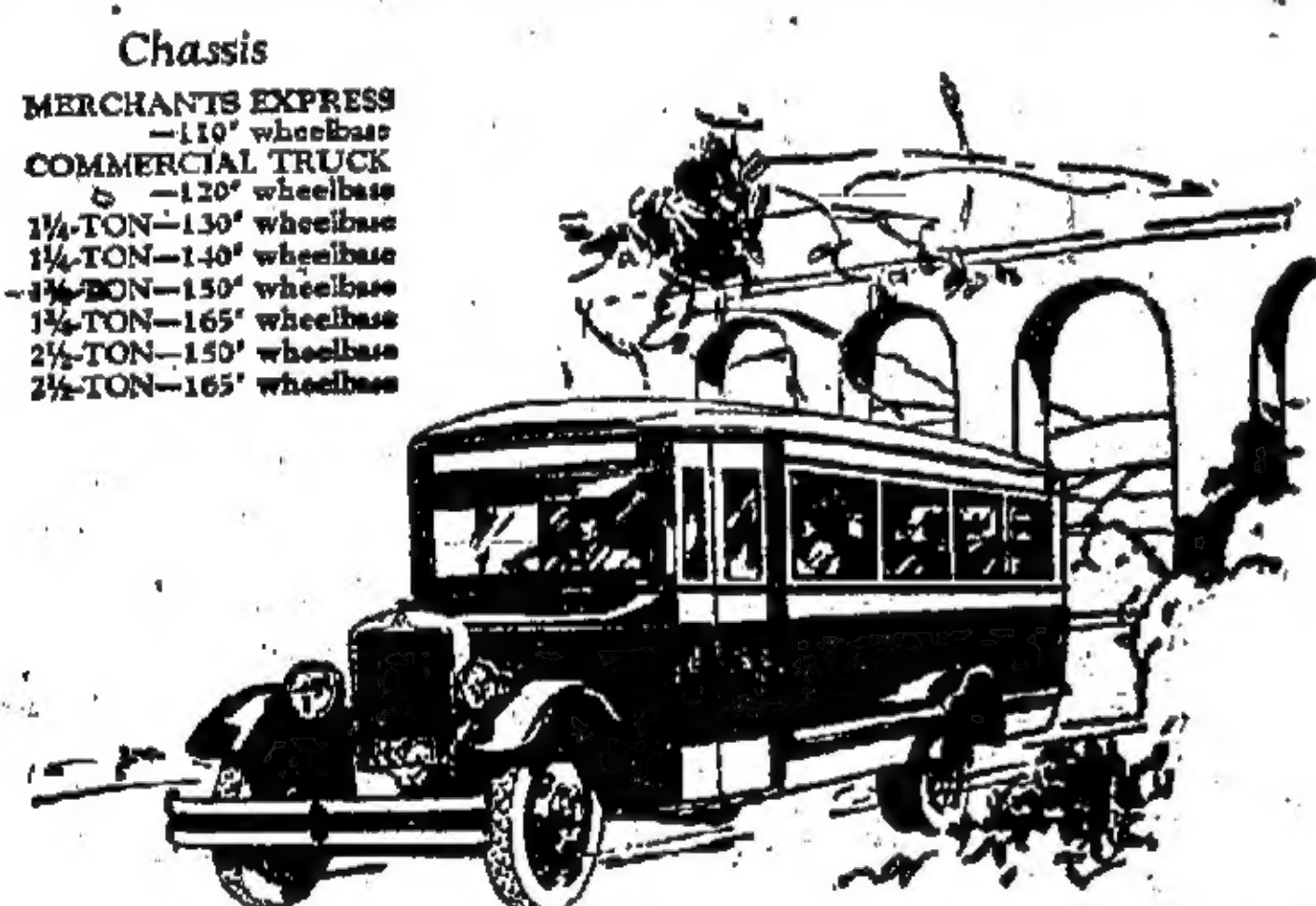
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PUBLIC CARS

MANY OWNED-BY PRIVATE LICENCES

"Conservative" Hong Kong may be behind time in more ways than one, but at least it can boast of its public motor car service.

These are in the island more than 500 vehicles plying for hire, not counting the buses and taxicabs, and although the two latter classes of conveyances are up-to-date they cannot always equal the "hire cars."

These vehicles are by no means "consumptive" or "cranky" as are those to be found in other ports. Even Shanghai, with its motor traffic equalling that of Chicago, is nowhere near us in the matter of hire car service.

An observant person would no doubt notice that the hire cars of this Colony are all of the latest model, and are well-known makers. Brand new Chryslers, Fiats, Whippets, Overlands, Singers, Buicks, and other equally expensive cars are daily to be seen "touting" for business. They are fully equipped, and are always kept in good running order. In fact, there is hardly anything to distinguish them from private cars except the number plate and "Public Vehicle" at the back.

One is, therefore, inclined to ask whether it pays the owners to ply such expensive cars for hire. To this question we are unable naturally to give a definite answer, but judging from the large number on the street, the business seems a paying one.

These cars are mostly owned by private individuals and not by companies. The owners are either Chinese or Indians. The latter, however, run their vehicles solely as a business enterprise—but the Chinese do so with a twofold purpose. Most of the cars belonging to Chinese owners were bought primarily for their own use, but, instead of taking out a private licence, they get a public one. Thus they can use the car to, and from their places of business and also for occasional pleasure jaunts. The rest of the time the vehicle is "lashed" out to the chauffeur for a stipulated sum of money. It is only in this way that a car is made to pay for its cost and upkeep.

TYRE WEAR

SOME USEFUL GADGETS

Mr. H. Thornton Butler, writes in the "London Daily Telegraph":

Although each succeeding season shows improvement in the equipment of motor carriages, it cannot be denied that the very improvement often brings certain drawbacks in directions not dreamt of previously.

Let us take a case in point. Front-wheel brakes have vastly improved the driver's control of his car. On the other hand, these brakes have added considerably to the wear of the front tyres, and—strangely enough—in a large number of cars this additional wear takes place on the outer side of the front-wheel tread. This can easily be verified by inspection, and if such is the case the remedy is to take off the cover and reverse it when remounting, so that the worn side takes the position formerly occupied by the less worn portion. It is no use simply changing the wheels across, as that method does not alter the position of the tread. Thus, many modern motorists who, since complete wheels are standard equipment, have never changed a cover in their lives, are now finding this necessary about once a month if they are to get economical and even tyre wear.

But it is an ill wind that blows nobody any good, and easy-change tyre levers and similar implements are coming on to the market. Until this one-sided tyre wear was noticed, most motorists got their motor agent to fit new tyres on the spare wheels for them, so they missed this practice in tyre-

changing. Now they are getting quite as skilful as the "oldtimers" who had to change tyres in the days before detachable wheels.

Engine Design

A paper on air-cooled engines read before the Institution of Automobile Engineers by Mr. A. R. Fedden was certainly seasonable. Mr. Fedden was the designer of the famous Straker-Squire "Fifteen" before the war, and is now responsible for the various Bristol aero engines of which the Cirrus, used in so many "Moths," is perhaps the type best known in non-technical circles. A most interesting point was revealed in the discussion, when Mr. Fedden stated that he believed there were great possibilities for a sleeve-valve air-cooled engine, and that he thought the time was ripe for some go-ahead manufacturer to start building an air-cooled car in England. Mr. Fedden tried that experiment himself in 1919, but alas! the public would not have it.

The reason Mr. Fedden suggests a sleeve-valve air-cooled engine for cars is that air-cooled motors in the past have usually had "clattering" or noisy valve gear. Moreover, the silencing of the exhaust has not received sufficient attention, and sleeve-valve engines are commended as having no noisy tappets or rockers to adjust and no valves to grind in their seats. As a matter of fact, the greater part of the cooling of every engine is done by the oil, whether it is styled a water-cooled or an air-cooled motor. The result is that the latest gadget in motor-car details is an oil radiator for cooling the oil itself. Its design is more or less in a state of flux, as the automobile engineer has not yet quite made up his mind whether the oil radiator should form part of the crankcase and oil sump or whether it should be incorporated in the design of the water radiator. A V-type radiator is suggested, with one section for water cooling and the other for oil, each circulated by its own individual pump.

Oil-Cooling Methods

Since the modern engine has developed such a wonderful turning power—4,000 revs. per minute is quite normal to-day—a much larger demand is made on the oil,

Consequently the best type of engine design incorporates a double filtering and purification of the oil, as well as some means of cooling it. It is to the credit of the oil blenders that they have progressed step by step with the engine, so that the right oil for each type of motor is available.

Another simple method of oil cooling is to be found on certain commercial vehicles. Besides the ordinary crankcase "breather," there is a bell-mouth funnel opening into the crankcase behind the fan, so that a current of air enters the funnel and passes through the "crankcase" and out by the "breather" opening. As oil cooling gets more important each season, no doubt other means will suggest themselves to designers, but so far the methods referred to are gradually being incorporated on more makes of chassis.

Record Beaten



J. M. White, above, again drove his famous "Triple" at Daytona Beach, against Major Segrave in an unsuccessful defence of the world's speed record of 207.5 miles an hour, which was set by Ray Keech in the same car.

LORRY PERIL

INADEQUATE LIGHTS AT NIGHT

The suggestion that lorries, in many cases, were insufficiently lighted at night, and were driven to the danger of the public, was made by Mr. G. Herbert Stancer, secretary of the Cyclists' Touring Club, before a Select Committee at the House of Lords.

Considerable apprehension was felt by the club at the large number of fatalities due to this cause, added Mr. Stancer. In many cases the lights were insufficient to reveal the road more than a yard or two ahead. Yet the driver urged into the darkness a vehicle capable of instantly crushing the life out of any human being who might be in its path. Under-lighting was almost entirely confined to lorries.

The chairman (the Earl of Wemyss): I am chairman of a bench of magistrates, and the police are on the look-out for that sort of thing, but I have never heard of a case of a lorry being insufficiently lighted. Nearly all our cases, I am sorry to say, are of cyclists riding without lights.

Witness: We have had cases of cyclists being killed by motor lorries in such circumstances. The Chairman: Do you want a higher standard of lighting? Yes. It must be sufficient to reveal the road some distance ahead.

Accidents Among Cyclists

Pedal cyclists, said Mr. Stancer, were numerically the largest class of road travellers on wheeled vehicles. His club had a membership of 27,000. The relatively fragile character of the cyclist's mount rendered him almost invariably the chief sufferer in a collision with any other type of vehicle. For the past two years accidents to members averaged 500 a year, and the damages recovered, about £5,000.

In regard to driving licences, witness urged that consideration should be given to age, mental and physical fitness, and the

capability of the applicant; that in no circumstances should a licence be issued to any person under 18 years of age either in respect of a motor-car or motor-cycle. They frankly recognised the difficulty of putting applicants through practical tests. There were far too many people driving cars whose eyesight rendered them dangerous.

The Chairman: But that also applies to cyclists?—Yes, but a cyclist can do so little damage. In collisions he is always the one to suffer.

You say that licences should not be granted to persons under 18. Would you prevent persons under 18 riding cycles?—No, because, again, the cyclist can do so little damage.

But accidents have occurred through the faults of cyclists?—Yes, but those cases are very rare. That the cyclist's risks are small is shown by the fact that the rate of insurance works out at about 2d. per head. In the case of motor vehicles it is over £5.

Unlicensed Drivers

Mr. Stancer asserted that many drivers whose licences had been suspended still continued to drive on the road. If they were caught they were simply treated as cases of driving without a licence.

The Chairman: What is your remedy?—I suggest some very drastic penalty. At present such cases are treated as merely driving without a licence. There is a world of difference between "driving without a licence" and driving after the licence has been suspended. In such cases there should be no alternative to imprisonment.

The Chairman: I understand that is in the Government bill. Replying to Viscount Cecil, witness said: I do not think there is very much in the bill which touches our interests very closely, but we are in general agreement with its spirit. Most accidents are due mainly to excessive speed, but a definite rigid speed limit is almost impracticable.

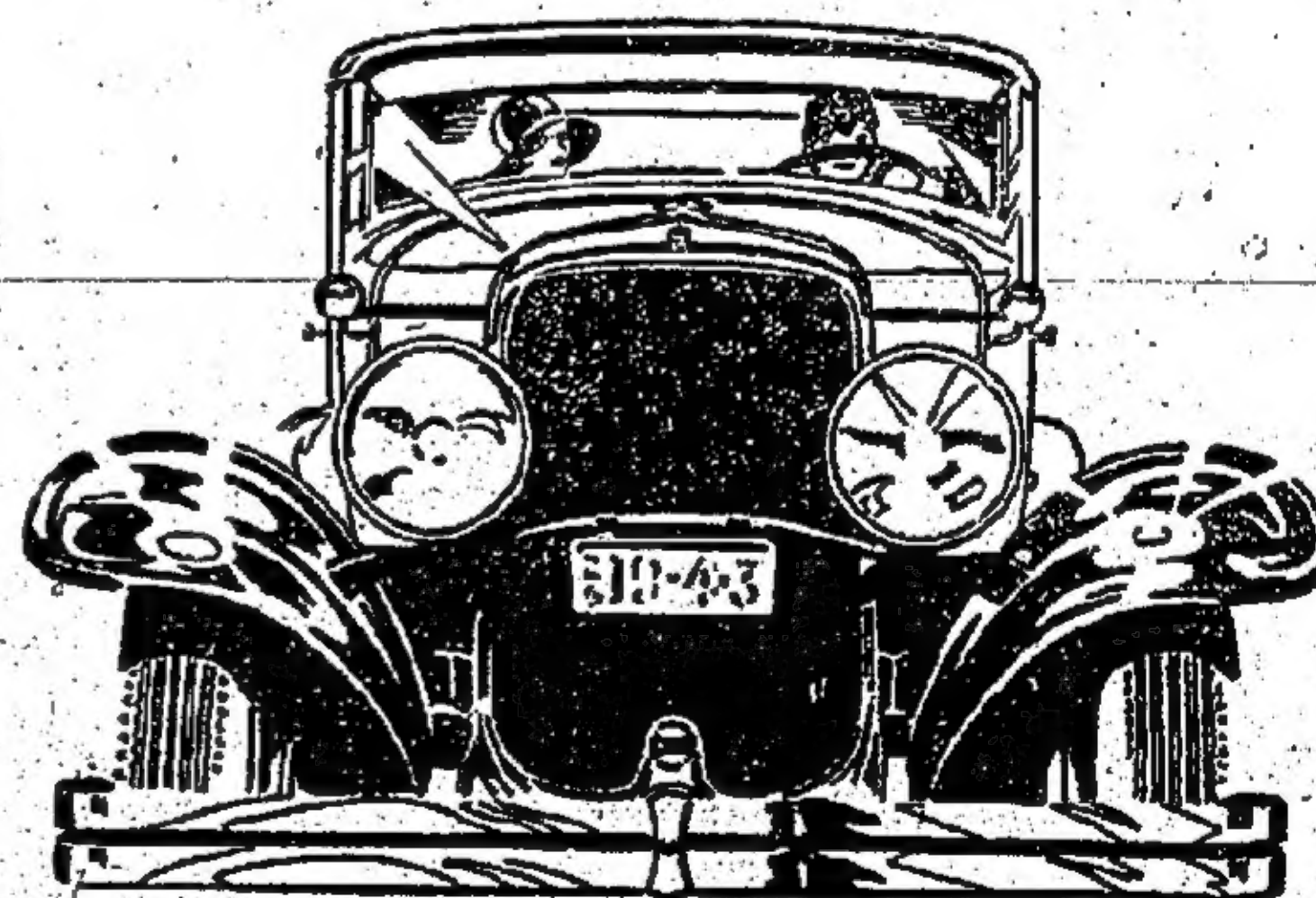
Have you ever thought of impounding cars?—Yes, but I do not know whether it would be practicable or not.

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New performance brilliancy, flashing getaway, astonishing power and pickup with marked economy of petrol and oil.

New -type rubber insulation of engine, new-type invar-strut pistons, new-type crankcase ventilator, etc.

New -type 4-wheel hydraulic internal brakes with moulded brake lining, giving instant and squeakless stopping in any weather.

New slender-profile radiator, new bowl-type lamps, with beautiful cowl lamps and cowl bar, all chromium plated.

New riding qualities from long resilient springs and hydraulic shock absorbers, front and rear.

New roominess in the long low-hung bodies, seating five adults with a surplus of comfort.

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CANTON'S MOTORS

WHAT LATEST FIGURES REVEAL

According to official statistics of the Bureau of Public Utilities, there are 506 motor-vehicles in Canton. While Fords and Buicks head the list of passenger cars, Graham Bros. lead in buses. The latter is preferred by the Municipality, on account of the more roomy accommodation it can give. The following are particulars of the different makes of motor vehicles registered:

Passenger Cars

Arrol-Johnston 1, Fiat 22.
Austin 8, Ford 39.
Bristone 1, Gardner 2.
Buick 39, Drey 2.
Chalmers 4, Haynes 2.
Chandlers 9, Hudson 8.
Chevrolet 28, Hupmobile 9.
Chrysler 11, Lexington 1.
Citroen 4, Marmon 1.
Dodge 24, Morris 2.
Durrant 1, Maibohm 2.
Elcar 2, Maxwell 3.
Ersline 8, Mercer 1.
Essex 14, Nash 10.
Oakland 4, Oldsmobile 21.
Opel 3, Overland 25.
Paige 1, Pontiac 5.
Ruby 1, Singer 1.
Studebaker 33, Willys Knight 6.
Auburn 1, Berliet 1.
Armstrong Siddeley 1, Cadillac 1.

Buses

Brockway 4, Chevrolet 2.
Ford 11, Federal 8.
Fiat 2, Graham Bros. 22.
Reo 3, Thornycroft 5.

Trucks

Carbide 1, Ford 18.
Chevrolet 12, G. M. C. 3.
Dennis 1, Maxwell 2.
Durkup 1, Reo 1.

Motor-Cycles

A.J.S. 3, R.S.A. 8.
Coventry Victor 1, Ferrot 1.
Francis Barnett 1, Harley-Davidson 11.
Indian 11, Monet Guyon 1.
Raleigh 1, Royal-Enfield 1.
Triumph 4.

In addition to the above, there are about 100 vehicles used by Army Headquarters bearing military licences.

TYRE LIFE

REGULAR INSPECTION ADDS MILES

"If we could only impress upon all motorists the importance of regular tyre inspections, thousands of extra miles of trouble-free service would be forthcoming," says the manager of the Dragon Motor Garage, the local, Firestone Service Dealers.

Just as the athlete who is in good physical condition can show his best performance, so the tyres that are kept in condition can give their best service. It pays in the thousands of extra miles to give tyres the benefit of routine service at regular intervals.

Firestone dealers are equipped to render a tyre service that saves money for the car owner. This includes a check-up of tyres, wheels and rims to see that they are in good shape for trouble-free service. The air pressure in each tyre is tested according to the Firestone specification chart. The valve operation of each tube is also checked to guard against slow leaks, a frequent cause of loss of tyre mileage.

Car owners who "play fair" with their tyres and have them inspected regularly will not only get better service from the tyres so far as performance is concerned, but will obtain much more mileage.

TROJAN

TRUCKS

As used by the R.A.F.

LANE, CRAWFORD'S GARAGE.

ROLLS-ROYCE

ANOTHER SUCCESSFUL YEAR

At the twenty-second annual ordinary general meeting of Rolls-Royce, Ltd., Lord Wargrave (the chairman) said that the issued capital at £813,787 remained as last year. Sundry creditors, including reserves for taxation, had decreased by £49,439; this reduction was principally due to arrears of taxation paid during the year. The consolidated reserve fund was increased by £50,000 allocated from the 1927 accounts, and a further allocation of £40,000 was proposed that year.

On the assets' side property showed a small increase of £9,378 after ample depreciation. Stock-in-trade and work in progress showed a decrease of £101,919. Sundry debtors were £71,370 less than a year ago. This was the result of repayment by Automobiles Rolls-Royce (France), Ltd., of a loan in connection with their Paris premises, which were their own property. Cash in hand and at banks showed a decrease of £128,389, but this was offset by investments in gilt-edged securities of £327,652, which, together with cash in hand, amounted to £450,305, or £198,792 more than last year. That favourable cash position was principally the result of reduced working stocks and repayment of a loan by Automobiles Rolls-Royce (France), Ltd.

Profit and Dividend

The profit for the year amounted to £185,769, which, including the carry-forward from the previous year gave £216,064 for disposal. The directors proposed to follow their inherently wise practice of building up reserves. They considered that a prosperous company like Rolls-Royce had an obligation to its staff for pensions, which, sooner or later, they must face. The directors recommended a dividend of 8 per cent. and a bonus of 2 per cent., which would absorb £21,379. They proposed to allocate the balance as follows: Income-tax £30,000; reserve fund, £40,000; carry-forward, £34,685.

It was with great regret that he had to report the resignation of their managing director, Mr. Basil Johnson, owing to ill-health. Mr. A. F. Sidgreaves, O.B.E., had been selected to the board and appointed managing director. Mr. Sidgreaves, who was their general manager and had for some time been sharing with Mr. Johnson the responsibilities of the administration, had a unique knowledge of the motor business, having been closely connected with it during the past twenty-six years, and had held responsible positions in the management of the company for over eight and a half years. Mr. Arthur Wormald, their general works manager, who had been with them since the inauguration of the company, had been elected to a seat on the board, and Mr. W. Cowan had been appointed as their general manager.

Their holding in Rolls-Royce of America, Inc., did not and never had appeared in their accounts as an asset. Their holding was in the Common stock, which had not received a dividend since the inception of the company.

Increased Demand for Cars

They had not yet the final figures, but from reports received they were hopeful that 1928 would result in an improved position. The demand for Rolls-Royce cars had appreciably exceeded that of the previous year, not only in the home market, but also in the export markets of the world. They had unquestionably achieved great success in practically every country in which motoring was possible, and laid foundation for still greater increase of business in the future. The Rolls-Royce car held its undisputed position as the best car in the world. During the past twelve months a further number of their new F aero engines had

BRITISH INDUSTRY

PRIVATE PRODUCTION IN 1928

The revised figures of private car production published by the Society of Motor Manufacturers and Traders in their annual review up to and including 1927, and a provisional figure for 1928, are given in the following table:—

Output of Cars

1923	66,396
1924	105,498
1925	121,000
1926	138,500
1927	166,120
1928	164,445

Last year the prospect for 1928 was described as "disastrous competition for a very moderately expanding market." Actually, so far from any further expansion, a decline has to be recorded for the first time in the history of the industry except during the war period. Instead of the expansion expected in the home market, demand has remained stationary while exports have showed a marked decline.

Australian Collapse

The retarded increase in the export of chassis noted last year has been followed in 1928 by a severe decrease. These movements were entirely due to the collapse of the Australian market between June, 1927 and 1928. Although November begins the period of seasonal increase in Australian motor imports, it may be hoped that the recent increase indicates that the worst of the depression is over. Its exciting cause was a widespread drought, though it had its basis in unsound credit conditions and an uneconomic level of production costs made possible for the time being by a high tariff barrier. Attempts are being made to grapple with these evils, and if successful this may in the next few years restore in great measure the former prosperity. For 1929, however, it would not be wise to expect an improvement to beyond the 1926 level. Exports of complete cars, on the other hand, which have been less affected by Australian conditions, have continued to make satisfactory progress all over the world, and may again be expected to do so in 1929.

Net Wastage

The number of private cars in use in Great Britain in recent years is shown below:—

1923	383,528
1924	473,528
1925	579,901
1926	676,207
1927	778,066
1928	877,277

In order to effect the net increase of 99,221 cars between 1927 and 1928, 161,535 new cars were sold, indicating a wastage of 62,314. Part of these sales were supplied from foreign imports, which stood at approximately the same figure as last year.

In the meantime the prospect is for a slight increase in export business during 1929, while at home also a slightly larger demand may be anticipated than last year. The latter forecast, however, is subject to the effects of the taxation policy of the coming Budget.

been fitted to a large number of experimental types of Royal Air Force aircraft. These were rapidly completing their tests in a flight of Royal Air Force service machines intended for regular use in one of the permanent squadrons.

There could be no two opinions with regard to the national character of the property of Rolls-Royce, Ltd. They had only to recall the invaluable services rendered by the company on land and in the air during the war to give proof of that statement. While they had no desire to interfere with the free market in their shares, they were determined that the voting control of a national industry like Rolls-Royce, Ltd., must remain in the hands of British citizens.



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A. A. AT HOME

BENEFITS ITS MEMBERS ENJOY

The January number of the "Record," the monthly organ of the Automobile Club, will shortly be out and will contain an interesting article by the Secretary on the work of the Automobile Association in Great Britain.

The following are some of the more interesting points he deals with:—

From its foundation in 1905, it has grown steadily to a membership which to-day almost reaches the 400,000 mark, and the huge volume of work resulting has made necessary a scheme of decentralisation under which no less than twenty-one offices look after the interests of members situated in various parts of the British Isles.

Some further idea of the size of the organisation may be gathered from the fact that its annual subscription and entrance fee income exceeds £600,000 whilst reserve funds are in excess of £280,000.

The most important service rendered to members is, of course, that on the roads. No less a sum than half-a-million pounds was spent on this section alone during the last year reported upon, and some of the figures given in this connection are really amazing. Twenty thousand miles of main roads are patrolled regularly and the annual mileage of A.A. Cyclist Patrols is nine-and-a-half million, whilst during the same period the Road Service Outfits covered 10,000,000 miles.

In addition to the cycle patrols, many hundreds patrol the roads on Road Service Outfits. These are motor-cycles fitted with special side-cars enabling the carriage of fuel, oil and small tools necessary for assisting members with stranded cars or motor-cycles. These patrols assist members in connection with minor breakdowns and in the case of serious breakages which

cannot be remedied on the road will get into touch, either by telephone or personally, with the nearest repairer.

"A.A." Roadside Telephones are now familiar landmarks on a great many main roads throughout the country. They are erected at points where they will be of the greatest use to members and in some cases—on lonely roads—they provide the only means of telephone communication for some miles around.

Free Legal Defence

Free legal defence is afforded to every member in any proceedings under the Motor Car Act and Roads Act in Courts of Summary Jurisdiction in the United Kingdom. All that the member has to do is to place the conduct of the summons in the hands of the Association, when the Association's Solicitors go carefully into the evidence and defend the case entirely free of cost to the member.

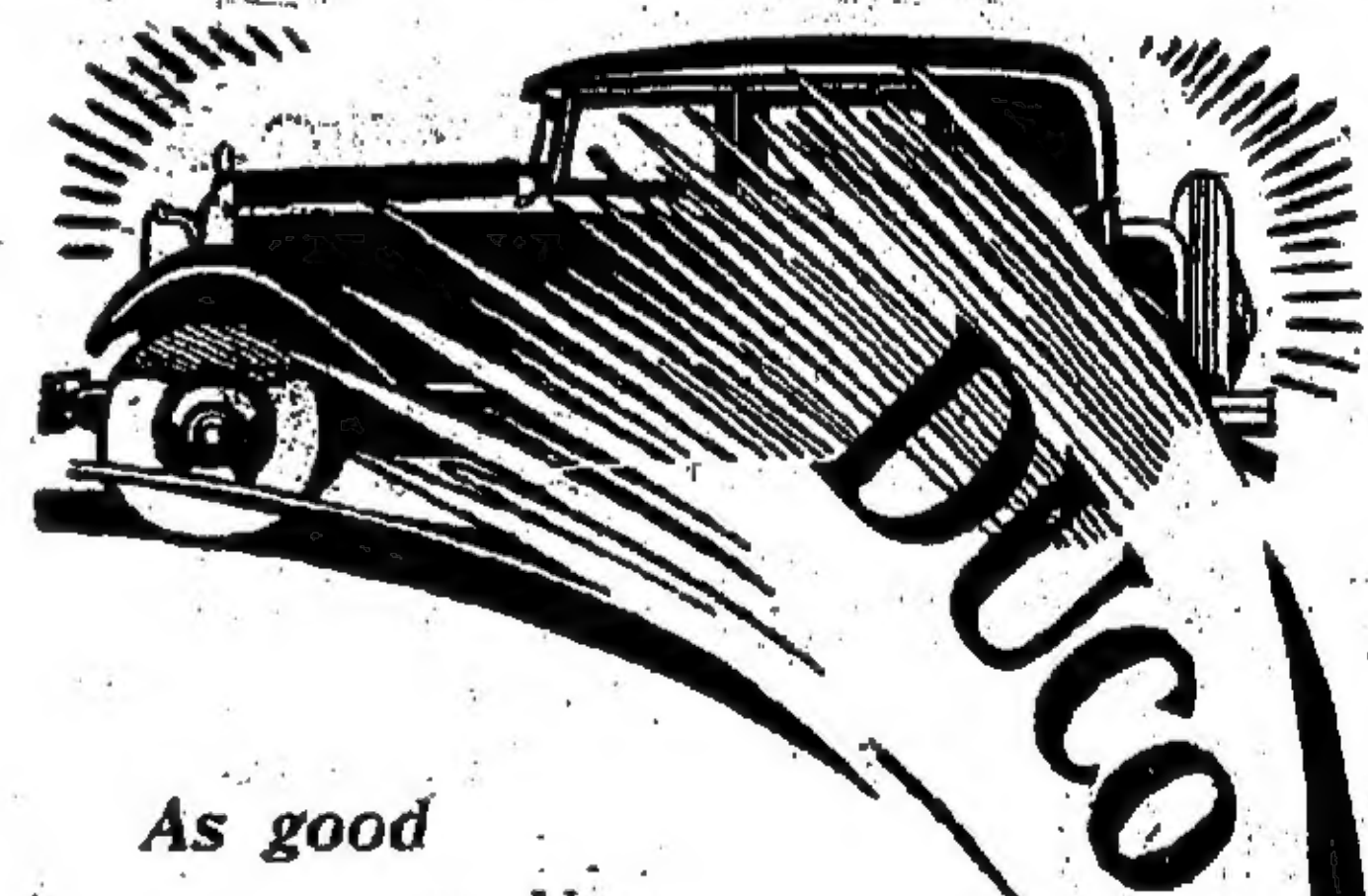
This benefit includes free legal representation by the Association's Solicitors in approved civil cases arising out of the use or ownership of privately-owned cars or motor cycles.

The Touring Departments render all possible assistance in connection with touring both in the British Isles and abroad.

Members' cars are shipped to any Foreign port and members are met by A.A. Representatives at the principal Continental ports.

The Engineering Department maintains a skilled staff from which may be obtained advice upon all matters appertaining to the purchase, sale, repair, and maintenance of cars and motor-cycles. Practical advice is given to members in tuning-up and overhauling their vehicles also assistance in the settlement of disputes with manufacturers agents, repairers, etc.

Members may also avail themselves of the services of competent experts for the examination or trial of any car or motor-cycle, the condition of which is unsatisfactory or the purchase of



As good as New

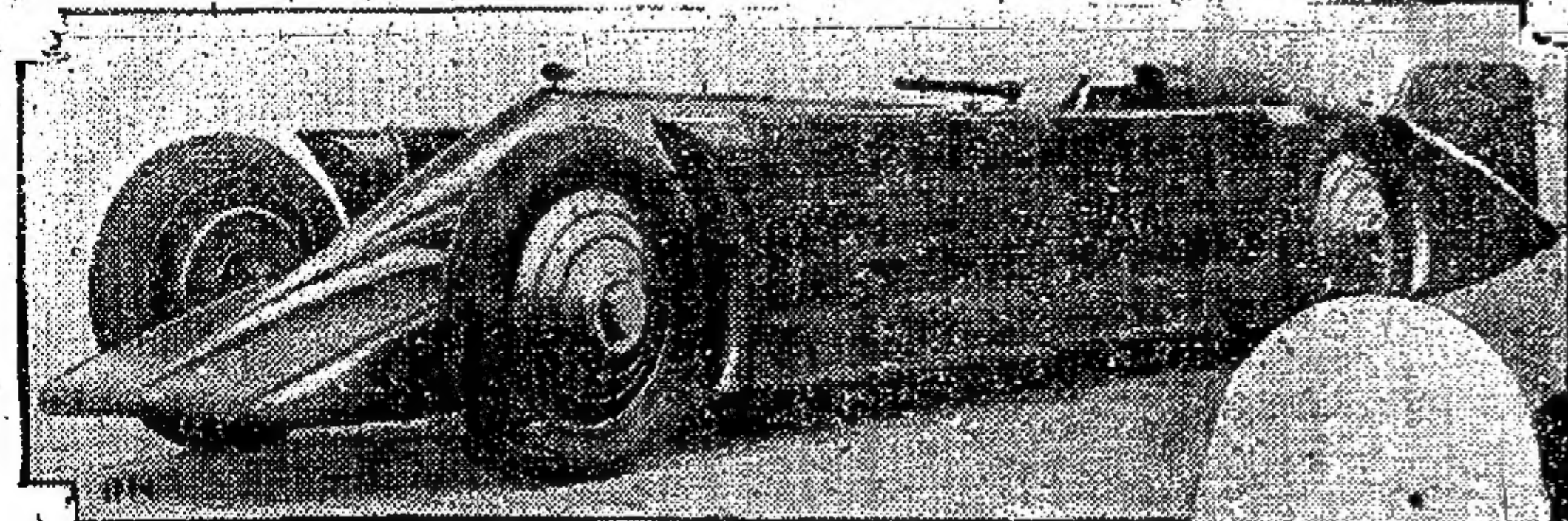
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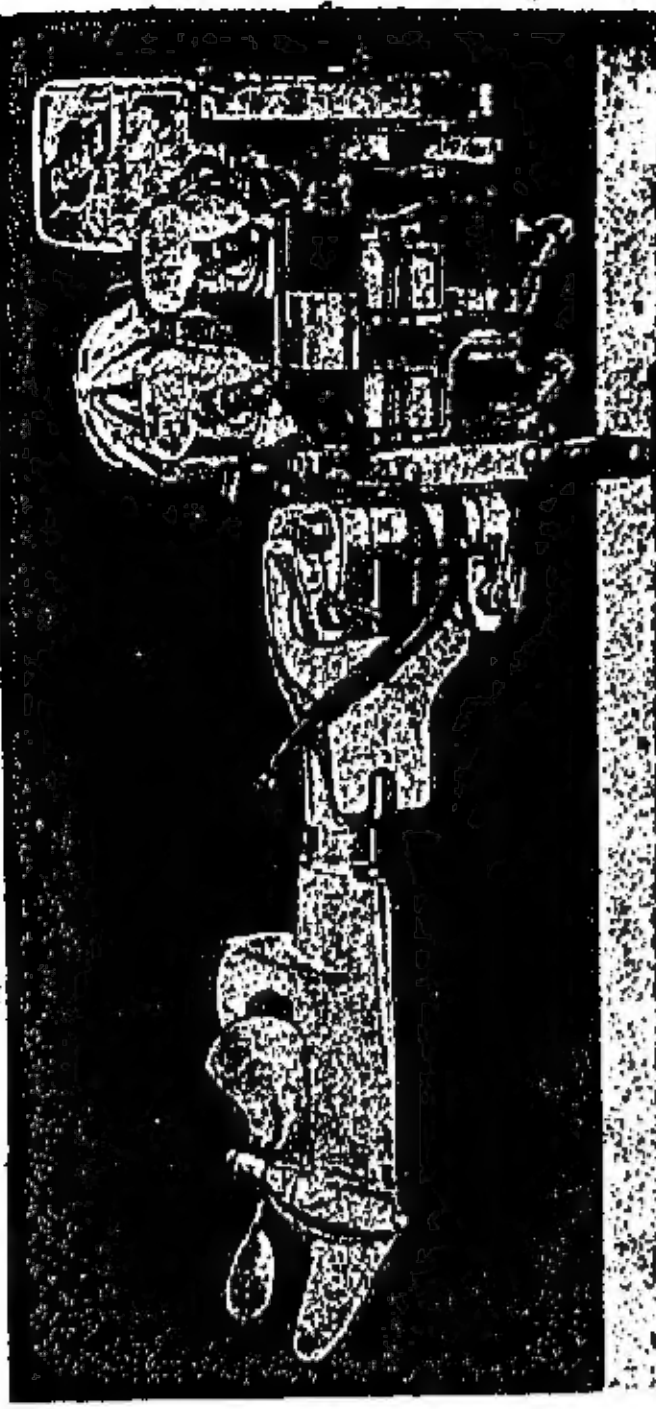
The sands of Daytona Beach, Fla., were thoroughly scorched when Major H. O. D. Seagrave, British sportsman (inset) drove his new Golden-Arrow. Major Seagrave broke the previous world's record of 207.5 miles-per-hour. The machine was specially designed for that purpose. A special rifle sight was installed along the cowling for the driver to gauge his course at terrific speeds.



which may be contemplated, and a comparatively small charge is made for such test or examination.

Members of the Engineering Staff are also available as expert witnesses if desired.

For an attempt to save the life of Sarah Cunningham (75), a cook, at Augusta-gardens, Folkestone, whose clothes had caught fire, Alice Irene Pepper, a housemaid, was highly praised by the coroner.



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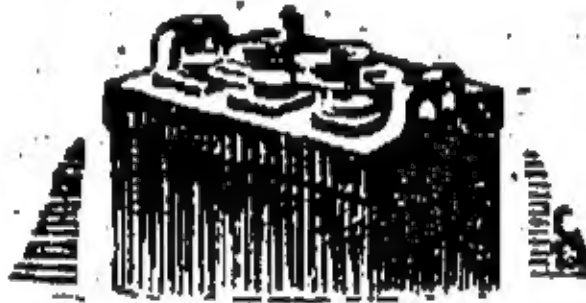
1st floor.

AUTO ACCESSORIES

THE REPUBLIC MOTOR CO. OF CHINA.

30-32 Des Voeux Rd. C.

Spare Parts
Batteries,
etc., etc.



Electric
Accessories,
etc., etc.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
VAUXHALL.—Lane, Crawford, Ltd.

OUTBOARD MOTORS.—Rudolf, Wolff & Kew, 54 Queen's Road C, Tel. C.2173.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co. Tel. C. 244.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.
NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.
MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
MILLER RUBBER TYRES AND TUBES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

TWO BAD BODIES.

WARNING TO NEW BUYERS

At this season of the year a great many inexperienced motorists are ordering new cars; and many of them order coachwork which they afterwards learn to detest. Amidst the glimmers of a showroom or in the fine colour printing of a catalogue, the look of a body is apt to dominate our minds; in prolonged ownership, it is practical convenience which counts. There are two very popular types of body against which most members of the public require to be warned, because their appearance is as attractive as their comfort is negligible.

Regret Their Choice

The first has been moribund in the minds of wise men for twenty years, but is endowed with a wholly undeserved immortality by a constant succession of new owners. It is the popular "two-seater with dickey." It makes an almost irresistible appeal to young married couples. For one thing, it looks far more dashing than the staid "tourer." Anyhow, they prefer to travel a deux, and their suitcases, which have not yet lost their honeymoon sheen, will travel so cozily in the flapped boot astern. So they select their "option," and before very long they regret their choice.

It is true that the owner of a four-seater is often driven to take on board persons whom he would far rather leave behind. But equally the man with the dickey quite frequently wishes to carry passengers whom he cannot relegate to the exposure and awkward acrobatics inseparable from the dickey—an abominable device, originally invented in a more snobbish age for the transport of menials. So elderly relatives and important people with whom one desires to ingratiate oneself have to share the front seat with the driver; and the recent bride has to be banished to the dickey, wherein, on any cold, wet day, she develops a temper, of which even the final week of the honeymoon failed to provoke any complete symptoms.

A "tourer" may occasionally prove much too large for the convenience of a childless couple; but a two-seater with dickey suffers from more intrinsic faults. If finance limits a young couple to keeping their original car for several years after the nursery has begun to fill, its shortcomings are the more violently apparent.

A Modern Innovation

The second fundamentally bad type of body is quite a modern innovation, and its weaknesses are the less realised. It is usually described as a "close-coupled saloon." At a casual glance one might take it for a coupe, which on paper is the ideal car for an affectionate couple of the same or different sexes, says the "New Statesman." It relieves one from the social necessities of harbouring unwanted guests. It offers full weather protection for a husband and wife, or two golfing friends, and their baggage. It looks extremely dashing.

Technically, one may perhaps claim that it is lighter than a saloon, and allows the engine to

display all the acceleration of which its dimensions are capable. (As a matter of fact, a coupe almost always has a dickey, and therefore suffers from the disadvantages outlined above as applying to the open two-seater.) But the close-coupled saloon on the outward appearance of a coupe harbours four seats, or occasionally five, all under cover, and is therefore immune from the abuse which all experienced motorists heap on dickeys. It is, as its name suggests, a saloon, but it is a very small and cramped saloon. Almost invariably it has only two doors, but they are abnormally wide doors, and somehow contrive to look much better than four narrow doors, whilst their width certainly facilitates ingress and exit.

On the other hand, their width is so great that they can block an entire town pavement when they swing open, and have even been known—if incautiously opened—to knock old gentlemen off their feet, with the inevitable result of a lively fracas. Further, owing to the weight and leverage of such an enormous door, the hinges soon began to give trouble unless the coachbuilder is at once skilful and well remunerated for his work.

The owner may usually be seen cocking an anxious eye to his left flank whenever anybody is attempting to enter or leave his car; and this anxiety is well founded. This objection is, however, the least in the indictment.

SKIDPROOF ROADS OR CARS?

Will the future bring skidproof roads or must it be left to car designers to attempt the difficult, if not impossible, task of thinking out some way of making cars themselves skidproof without the use of auxiliary equipment like chains for the wheels is an interesting question raised by the "Light Car and Cyclecar." Ice-bound roads are, of course, irremediable evils, and even if a great deal is done—as it should be—to solve the slippery-road problem, we still think that car designers should face the fact that they, as well as road engineers, owe a duty to the public. Of paramount importance, for example, is the need for perfect equalisation of all four sets of brakes. We have proved that on a car in which this ideal has been attained as nearly as possible skidding even on icy roads is greatly reduced. Here alone is scope for inventive genius. Improved systems of foolproof mechanical equalisation are needed, or the wider adoption of hydraulic brake operation, which provides an almost perfect means of compensation.

DYNAMO BRUSHES

It is wise occasionally to remove dynamo brushes and to clean them and the commutator segments. In most dynamos the brushes are held in their guides by spring triggers. By raising the trigger with the fore-finger the brush can be withdrawn, being careful not to pull off the flexible stranded-copper lead. Stray carbon may be removed from the commutator by a soft wad on the end of a pencil.

Did Not Look For Cause of Car Accidents

In view of the widespread attention that has been directed to the matter of motor accidents during the past season, it is interesting to note that out of 864 deaths so caused during the year 1927, only a total of eighty, or nine per cent occurred at railway crossings. While the number is depressed, as being too many, there is reason for encouragement in the fact that government reports recently issued note a marked tendency towards a decrease in this percentage of crossing fatalities.

The year's total of 864 motor accidents compares with 606 during 1926, the increase largely reflecting the tremendous increase in the number of motor cars travelling on Canadian roads. Despite this fact, railroad crossing fatalities for the two years were exactly the same, numbering eighty. Thus while the percentage of such fatalities in 1927 was nine, in 1926 it was over thirteen per cent.

It is interesting to note that the total death rate in Canada from motor accidents in 1927 was 5.1 per hundred thousand of population, and for 1926 it was 6.6. In the United States during 1926, the latest year for which figures are available, the rate was 18.2, or nearly three times our own. This fact, and also the diminishing percentage of crossing accidents in Canada, may be set down to the various safety campaigns that have been carried on, and to the efforts that have been put forward both in the way of crossing protection and by the publicity in which latter direction they have been greatly aided by the public-spirited attitude of the press towards the matter.



Motor accidents are becoming more frequent. Every sane motorist deplores this. If accidents are to be lessened, the sane motorist must educate the culpably negligent motorists.

In co-operating in the elimination of grade crossings, in supplementing recognized and standard warnings with wig-wags and other devices the railways are doing a great work towards the still further reduction of crossing accidents but they cannot do the work alone as is demonstrated by the report which shows that day by day the automobile driver ignored warnings, broke through gates, "Did not look for the approach of train, father and daughter killed," "Crashed into side of train. Fined \$10 in court." These actual quotations from the list of "dangerous practices" are from the report of the Board of Railway Commissioners.

A report issued by Dominion Bureau of Statistics states that in the Province of Quebec, Montreal is responsible for one half of all automobile deaths. Toronto's contribution in Ontario was only about twenty-three per cent of the total. It is to be noted, however, that in the case of fatalities occurring outside the city limits, the injured are frequently hurried to city hospitals and thus unwarrantably increase the city death rate.



Get behind the wheel—and Get the facts

Test Buick

against any automobile in the world—in all elements of Performance—let results on the road determine your choice!

Winning more than twice as many buyers as any other automobile listing above \$1200 . . . by completely exploding the theory that "all cars are the same" and that it was next to impossible for any car to score a revolutionary advance in performance!

That is the achievement of the thrilling Buick of today; and that is the basic reason why Buick makes this simple, straightforward suggestion to motor car buyers—

Take a Buick—test it in direct comparison with any other car—let the test embrace all elements of performance. . .

Buick Motor Cars are available on very attractive hire purchase terms.

Thread through traffic. Soar over the hills. Throttle down to a walking pace. Rise to a brilliant sprint on the straightaway. Make a thoroughgoing comparison of power, getaway, swiftness, smoothness and stamina, in order that you may obtain full knowledge of Buick performance leadership.

Get behind the wheel and get the facts. With the facts in hand, we know you will get a Buick!

Buick Motor Company, Flint, Michigan Division of General Motors Corporation.

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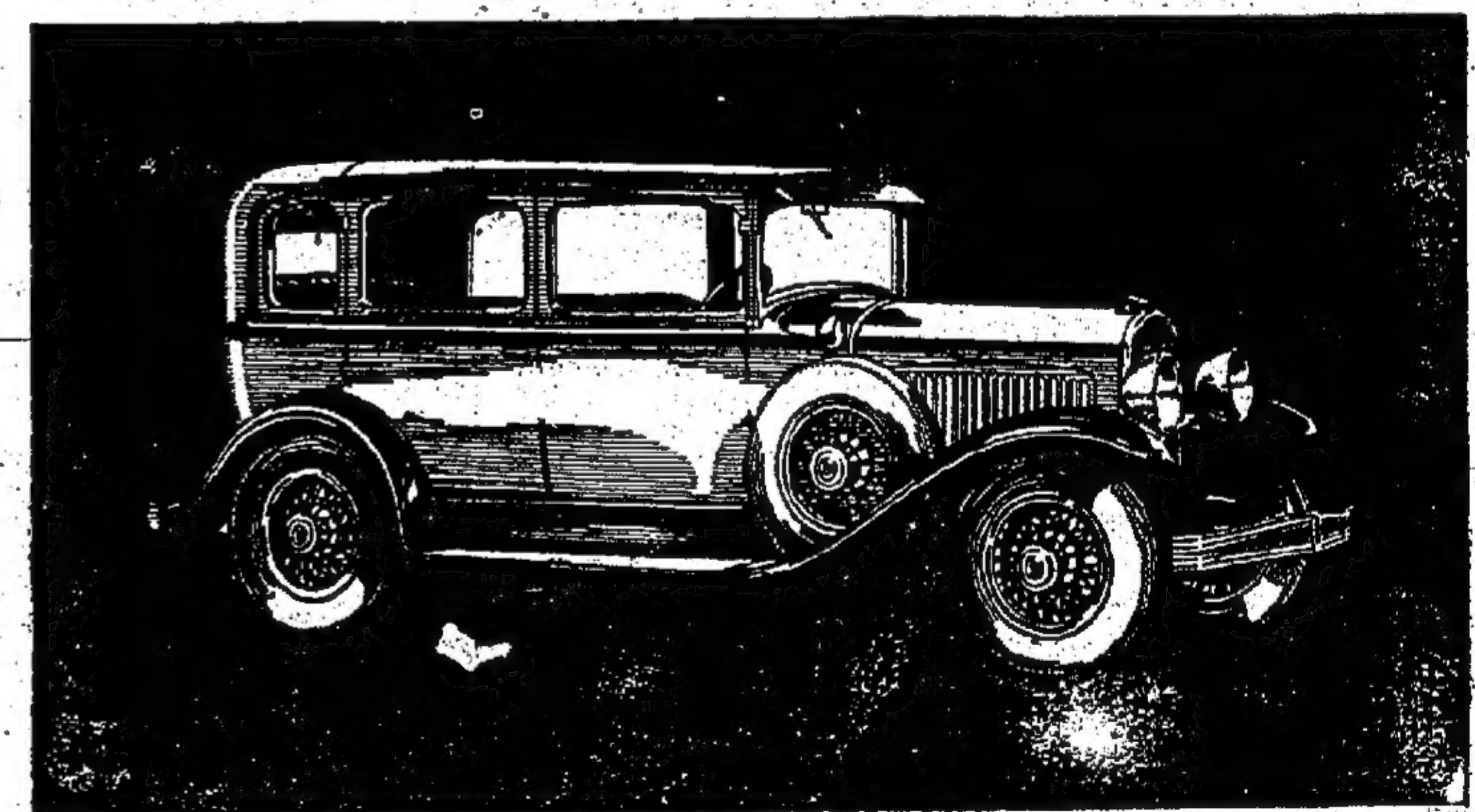
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DRAGON MOTOR CAR COMPANY LTD.
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WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

"Volume won through value"
the story of Chrysler success



New Chrysler "75" Royal Saloon (wire wheels extra)

Why can Chrysler, in the new "75" and "65", give more than others can give?

Why do these cars vie, not with cars in their price group, but with cars costing far more?

Because—Chrysler begins with quality, wins volume through value, spreads the cost of quality and value over five great cars in five great markets, makes five great operations basically one, and by these savings is able to spend more in beautifying and enhancing the new "75" and "65".

With their new slender-profile radiator, arched-windows, "air-wing" mudguards, "Silver-Dome" high-compression engine using any petrol, internal-expanding hydraulic 4-wheel brakes, shock absorbers, rubber shock insulators, and scores of other new developments exclusive to Chrysler, the new Chryslers represent a parting of the ways between the old and the new.

They represent a new significance in style, in performance and in value-giving, and increase in buying power which affects the entire industry, up to the highest in price.

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HONG KONG, THURSDAY, APRIL 4, 1929.



LONDON SERVICE.

"ANTENOR" 17th Apr. Marseilles, London Rotterdam & Glasgow.
"MENEALUS" 3rd Apr. Marseilles, London Rotterdam & Hamburg.
"HECTOR" 15th May Marseilles, London Rotterdam & Glasgow.

LIVERPOOL SERVICE.

"EURYADES" 20th Apr. Havre & Liverpool.
"ASPHALION" 2nd June Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.

via KOBE & YOKOHAMA
"TALYBIUS" 20th Apr. Victoria, Vancouver & Seattle.
"IXION" 11th May Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"LAOMEDON" 10th Apr. New York, Boston & Baltimore.
"REXENOR" 8th May New York, Boston & Baltimore.

INWARD SERVICE.

"DIOMED" Due 4th Apr. For Shanghai, Molt, Kobe & Yokohama.
"ASPHALION" Due 13th Apr. For Shanghai, Molt, Kobe & Yokohama.

PASSENGER SERVICE.

"ANTENOR" 17th Apr. Singapore, Marseilles & London.
"HECTOR" 15th May Singapore, Marseilles & London.

* Sails at daylight.
Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to:—

Butterfield & Swire

Agents

POST OFFICE NOTICE.

LIST OF VESSELS EXPECTED TO BE IN WIRELESS
COMMUNICATION WITH HONG KONG TO-DAY.
Ruhr, Genzan Maru, Diomed, Tenyo Maru, Gletzary, City of
Khios, Afrika, Sumatra Maru, Hakusan Maru, Kiangsu, Kalgan,
Kwongtung, Kanagawa Maru, Burma Maru, Tjissondari, Kidderpore,
Sourabaya Maru.

INWARD MAILS.

From	Per	THURSDAY, APRIL 4.
Japan	Kanagawa Maru	
Japan, Shanghai and Europe	via Siberia	
London, 16th March	Hakusan Maru	
Japan	Burma Maru	
U.S.A., Honolulu, Japan and Shanghai	President Monroe	
Shanghai & Swatow	Shantung	
SUNDAY, APRIL 7.		
Manila	Empress of France	
Europe via Negapatam, (papers only) London		
March 7.	Takliwa	
Manila	President Lincoln	
U.S.A., Honolulu, Japan and Shanghai	President Cleveland	

OUTWARD MAILS.

For	Per	THURSDAY, APRIL 4.
Sam Shui and Wuchow	Kwong Hung	4 p.m.
Swatow	Kanchow	5 p.m.
Saigon	Shanghai	5 p.m.
Shanghai and Europe via Siberia	Bector	
	Registration	Apr. 4, 5 p.m.
	Letters	Apr. 4, 6 p.m.
FRIDAY, APRIL 5.		
Sandakan	Mausang	8.30 a.m.
Manila	Texas	12.30 p.m.
Haiphong	Tonkin	1.30 p.m.
Swatow, Amoy and Foochow	Haining	2 p.m.
Straits, Mombasa, Lourenco Mar- ques and South Africa	Kanagawa Maru	2.30 p.m.
Shanghai	Diomed	2.30 p.m.
Parcels for Germany via Hamburg	Leverkusen	3.30 p.m.
Formosa	Franconia	4 p.m.
Tourane	Chung Kong	5 p.m.
Straits, Ceylon, India, Mauritius, L. Marques, E. & S. Africa, Aden, Egypt and Europe via Marseilles	Hakusan Maru (Due Marseilles, 6th May.) K.P.O. Registration	Apr. 5, 4.30 p.m. Apr. 6, 9 a.m. G.P.O. Registration
	Letters	Apr. 6, 8.45 a.m. Apr. 6, 9.30 a.m.
SATURDAY, APRIL 6.		
Manila, Australia and New Zealand via Brisbane	Burma Maru (Due Brisbane, 23rd April.) Registration	Apr. 6, 8.15 a.m. Apr. 6, 9 a.m.
Manila	President Monroe	5 p.m.
SUNDAY, APRIL 7.		
Bangkok via Swatow	Kiangsu	9 a.m.
Swatow, Amoy and Formosa	Hakusan Maru	9 a.m.

* Correspondence bearing vessel's name only.

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CURTAILMENT OF OIL PRODUCTION

A HITCH

U. S. ATTORNEY-GENERAL'S
IMPORTANT RULING

OIL OFFICIAL'S OPINION

Washington, Yesterday.
The Secretary of the Interior has informed the Petroleum Institute that the Attorney General has ruled that the Federal Oil Conservation Board has no power to approve of the curtailment of oil production.
The announcement has caused a slump in the leading oil shares.
The president of the Petroleum Institute expresses the opinion that the ruling will not stop the curtailment of production though it might retard the complete success of that movement.—Reuter's American Service.

[A New York telegram, dated March 27, stated, *inter alia*—The directors of the American Petroleum Institute have unanimously approved of the American oil industry's plan to curtail the production of crude oil to the 1928 average. This means a cut of 170,000 barrels daily in the United States and a reduction of output in the Mexican, South American and Western Hemisphere fields controlled by the Royal Dutch Group. The plan includes a recommendation for the formation of a permanent organization to study serious over-production throughout the world. Simultaneously a meeting of oil-owners in California decided to curtail the average production by at least 138,000 barrels.—Another cable also appears on page 2.]

"SOUTHERN CROSS"

AEROPLANES' FRUITLESS SEARCH

TORRENTIAL RAINS.

Sydney, Yesterday.
Nothing has been heard of the Southern Cross flier, piloted by Captain Kingsford Smith and Mr. Ulm, since their forced landing near Wyndham.

The aeroplane searching for them left Carnarvon for Derby and flew over the Prince Regent river area. Two other aeroplanes from Canberra, detailed to join the search, were held up through torrential rains in New South Wales, Queensland, and the Northern Territory, which flooded the aerodromes.
The telegraph between Derby and Wyndham is interrupted, and native runners are searching the sparsely populated country in the neighbourhood of Wyndham.—Reuter.

A NEW POST

A "CONSULTING MANAGER"
FOR CHINESE RAILWAYS
APPOINTMENT MADE

New York, Yesterday.
Mr. J. Mantell, ex-Vice President of the Erie Railway, has been appointed consulting manager of the Chinese railways.—Reuter.

IN LITHUANIA

POLITICAL "ROUND-UP" BY POLICE

OVER 100 ARRESTS

Berlin, Yesterday.
A telegram from Kovno states that the police have arrested over 100, nearly all of whom are leaders of the Social Democrat Party who were attending a secret meeting in a newspaper office in the Labour Federation's headquarters.
The police also searched several of the most prominent when in custody and documents were seized. Arrests were made after the arrival of an emissary from exiled Lithuanians with letters and newspapers.—Reuter.

"BLOODY BATTLE"

WHAT IS TAKING PLACE IN MEXICO

TWO DAYS' FIGHTING

Mexico City, Yesterday.
A Federal communique states that a bloody battle was fought during the last two days in Jimenez with the main body of the northern rebels. It resulted in the most brilliant and the most definite victory that the National Armies has obtained in the present campaign.

Jimenez is on the railway from Torreon to the United States border.—Reuter's American Service.

THE "DRY" INCIDENT

MR. FISH'S COMPLAINT TO WASHINGTON

COASTGUARDS' ACTION

Washington, Yesterday.
Mr. Stuyvesant Fish, whose new yacht "Restless" was entering the harbour here for the first time, complained to Washington that he was unaware, on account of driving rain, that the coastguards were trying to signal him to stop until he heard pistol shots. He then dove to.—Reuter's American Service.

COTTON INDUSTRY

ACE MILL JOINS THE NEW CORPORATION

FIRST RECRUIT

London, Yesterday.
By the decision of its shareholders to-day the Ace Mill, Limited, one of the finest equipped for coarse mule spinning, becomes the first concern to join the Lancashire Cotton Corporation.—Reuter.

NAVAL MOVEMENTS

H.M.S. "Dartmouth," "Cleopatra," and "Carysfort" left Singapore for Hong Kong yesterday and are due to arrive here on Monday morning.

At Chappellen, near Antwerp, the wife and four children of a trader were found overcome as the result of an escape of gas. The children have since died.

COMING TO THE FAR EAST

V. L. BLACK'S LATEST

FLYING TO TOKYO, SHANGHAI
AND OTHER CITIES

THE SOVIET CAUTIONS

London, Yesterday.
Mr. Van Lear Black, the American millionaire, is due at Croydon to-morrow, after an eventful journey from Broken Hill. He will remain in London for a fortnight to enable his plane to be overhauled. Then he will fly to Tokyo via Karachi, Rangoon and Shanghai, returning via Vladivostok and Moscow.

Permission to fly over Soviet territory was obtained only yesterday, after prolonged negotiation, due to the international character of the flight's personnel.

On the return journey Mr. Black will follow the Trans-Siberian Railway from Vladivostok.
Arrangements are being made for stops at Harbin, Chita, Barabinsk, Omsk, Moscow and Berlin.—Reuter.

LABOUR PARTY

CONFERENCE VOTES AGAINST WAR CREDITS

THE OFFICIAL POLICY

London, Yesterday.
A resolution was passed at the Independent Labour Party Conference, under the chairmanship of Mr. Maxton, M.P., at Carlisle yesterday, in the teeth of considerable opposition, instructing the Labour members of the House of Commons to vote against War Credits.

This has created new difficulties in a party already troubled with dissensions in its ranks.
The resolution means that if Labour forms a government after the election it cannot submit to the Commons any estimates for the Army, Navy or Air Force.
The great majority of the Labour members will certainly refuse to obey the Carlisle instruction.
There has been much dissatisfaction for many months over the official policy of the I.L.P., and the activities of its Chairman, Mr. Maxton, but a truce had patched up the differences last December and averted wholesale resignations of members from the Party.

Yesterday's resolution raises doubts as to whether the December truce can be maintained till after the General Election.—Reuter.

THE DUKE

VISITS KING FUAD AT ABDIN PALACE

ALSO PLAYS POLO

Cairo, Yesterday.
The Duke of Gloucester disembarked to-day at Port Said for a short visit and, accompanied by Lord Lloyd and King Fuad's Grand Chamberlain, proceeded to Abdin Palace to meet His Majesty.
He played polo in the afternoon before re-joining the steamer.—Reuter.

LUXURIANT! LOVABLE! LIVELY!

THE stirring heart drama of a loveless peasant maid
and an officer of many loves!

Vilma Banky
Star of
"THE TEMPTRESS"



UNITED ARTISTS PICTURE

ALSO
JANNA DUGLO

"THE QUEEN
OF MYSTERY"

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QUEEN'S! TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

BEHIND THE SCENES OF CHORUS-GIRL LIFE!

A superb piece of film entertainment — full of fun,
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With

SALLY O'NEIL

JOAN CRAWFORD, CONSTANCE BENNETT

AT THE
WORLD FINAL SHOWINGS TO-DAY.
(Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15.

JACKIE COOGAN

Johnny Get Your Hair Cut



AT THE
STAR FINAL SHOWINGS TO-DAY.
AT 5.30 only.

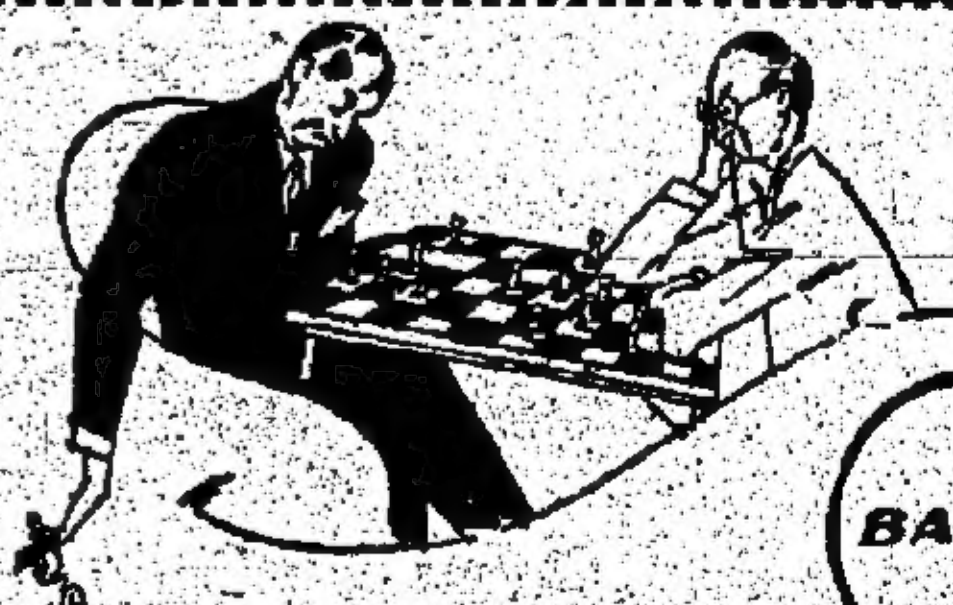
9.15.—THE HANVARD MUSICAL COMEDY CO.—9.15.



COLLEEN MOORE
Irene
her greatest comedy achievement!

With a fashion show in Nature's own colours — a treat for those who wear dresses and those
who pay for them.

AT THE
MAJESTIC TO-DAY TO SATURDAY
2.30, 5.20, 7.15 & 9.15 p.m.
NATHAN ROAD, KOWLOON.



Its Your Move—

to avail yourself of an effectual cure for headache,
toothache, Rheumatism, Pain in joints and limbs, Gout,
Chill, Neuralgia, etc., etc., by taking

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